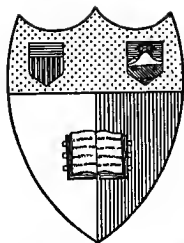


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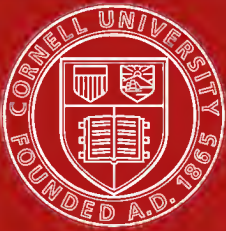
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REPORTS
FROM THE
FOREIGN COMMISSIONERS
AT
THE VARIOUS PORTS
IN
CHINA,
FOR
THE YEAR 1865.

*Presented to both Houses of Parliament by Command of Her Majesty.
April 1867.*

LONDON:
PRINTED BY HARRISON AND SONS.
1867.
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Reports from the Foreign Commissioners at the various Ports in China for the Year 1865.

*Extract from the Inspector-General's Despatch No. 133, to the
Tsung-lee Yamên.*

WHEN first appointed in 1861 to officiate conjointly with Mr. Fitz Roy as Inspector-General, only three offices of Customs had been placed under the supervision of Commissioners. Since that time Commissioners have been appointed to all the Treaty Ports, with the exception of Keung-chow and Nanking, and, in connection with the Inspectorate, there are now fourteen establishments, in each of which the transaction of business becomes easier daily.

As Commissioners and Clerks, some 90 individuals are now in the service, and as Tide Surveyors and Tide-waiters, about 300. Among these are to be found Englishmen, Frenchmen, Americans, Germans, Danes, Belgians, Spaniards, and Portuguese, and, in the appointments that are made, it is to the character of the man, and his qualifications for the post, rather than to his nationality, that attention is paid. There are also nearly 1,000 Chinese employed in various capacities, as linguists, accountants, copyists, examiners, watchers, and boatmen. Of the foreigners, there are some fifty who are more or less acquainted with Chinese, both written and spoken; and amongst the Chinese, there are more than fifty who have a fair knowledge of English.

In 1861 I presented to the Yamên a Memorandum, subsequently embodied in a Memorial to the Throne, in which were given, in round numbers, estimates of the amounts likely to be collected at the several ports, as revenue on foreign trade. In accordance with the instructions thereon issued, Quarterly Reports have since then been regularly forwarded to the Yamên and the Board of Revenue.

I now inclose, for the information of the Yamên, Comparative Tables, so drawn up as to exhibit the amounts that have been collected, and the fluctuations in the revenue, during the five years that have gone by. These Tables comprise the Quarters 1 to 19, *i.e.*, the periods commencing on the 1st October, 1860, and ending the 30th June, 1865.

As regards Import duties, it was during the second year (ending 30th June, 1862) that the largest collection took place. Exclusive of duties on opium, the amount collected during that year was about 2,000,000 taels. During the fifth year (ending the 30th June, 1865), the collection was only 880,000 taels.

Amongst the causes to which so very perceptible a falling off is to be attributed, attention is to be directed to the American troubles, which, by withdrawing from British manufacturers the usual supply of cotton, have, in consequence, exercised a prejudicial influence on the revenues

of China. These troubles are, however, now over, and China herself gains in tranquillity every day. An increase in the import duties may according be confidently expected. Shanghai has always been the largest collector.

As regards opium, the revenue accruing therefrom has increased yearly. The collection for the fifth year amounted to almost 1,700,000 taels. In the event of the suggestions that have been made in respect of ———, being acted upon, the opium revenue will probably exceed 2,000,000 taels a-year. Shanghai is the largest collector.

As regards export duties, the largest collection occurred during the fourth year (ending 30th June, 1864), when the amount collected was 4,550,000 taels. During the fifth year the collection was 4,420,000 taels. The annual collections for the future are more likely to exceed than to fall short of these sums. Foo-chow and Han-kow have been the largest collectors.

As regards tonnage dues, the fourth year yielded the largest amount. During it the collection was 301,000 taels. During the fifth year the amount collected was 284,000 taels. The annual collections was not likely to fall short of these sums in future. Shanghai is the largest collector.

The coast trade duty has increased yearly. During the fifth year the collection amounted to about 500,000 taels, and in future it may be expected to continue to increase. Shanghai is the largest collector.

As regards revenue accruing on native craft coming under the supervision of the Commissioners, I need merely say that, during the fifth year, the collection was only 22,000 taels. Should, however, the revenue to be collected from ships of foreign build, owned by native merchants, come to be reported under this heading, a very marked increase may be looked for annually.

If the largest collections that have taken place under each heading, during any of the five years referred to, were placed together, and regarded as representing the amount at which the annual revenue accruing from foreign trade may be estimated, the result would give a total of more than 9,000,000 taels per annum.

The import duties, opium included, during the period in question, amounted to about 12,000,000 taels, and the export duties to about 18,000,000 taels. These amounts may be looked upon as representing 5 per cent. of the value of the merchandize imported and exported. The imports, therefore, may be said to have been of the value of 240,000,000 taels (80,000,000%), and the exports of the value of 360,000,000 taels (120,000,000%).

The balance of trade has thus been in favour of China, her exports having exceeded her imports in value by about 120,000,000 taels (40,000,000%). The revenue of all kinds accruing to the Chinese Government on foreign trade at the Treaty ports has, for the same period, amounted in all to about 32,650,000 taels.

Foreign merchants come to China to trade because it pays them to do so. The figures just given will make it patent to any one that the Chinese—merchants, people, and Government—are not without their share in the advantages springing from commercial intercourse.

(Signed)

ROBERT HART,

Inspector-General of Customs.

Peking, January 24, 1866.

CHINESE IMPERIAL MARITIME CUSTOMS.

SHANGHAE.

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OCTOBER 1, 1860, to JUNE 30, 1865.

STATEMENT 1.—Showing the Revenue Collected, under each Heading, at each Port, during each Year.

FIRST YEAR. October 1, 1860—1st, 2nd, and 3rd Quarters—to June 30, 1861. (Hien-fung, 10th Year, 8th Moon, 27th Day, to 11th Year, 5th Moon, 23rd Day.)

Port.	Import.	Opium.	Export.	Tonnage.	Coast Trade.	Native.	Total.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.		Taels m. c. c.	Taels m. c. c.
Shanghai	335,504 7 1 1	211,649 5 5 0	557,037 9 6 0	52,062 0 5 2	..	13,871 8 7 8	1,170,126 1 5 1
Canton	285,813 2 6 3	Included in import	720,116 1 4 3	38,790 9 0 2	..	28,182 5 0 5	1,072,902 8 1 3
Swatow	55,553 5 4 4	"	68,802 1 4 8	5,003 4 9 8	..	14,111 1 7 2	143,470 3 6 2
Ningpo	24,967 4 8 4	"	112,908 6 2 5	1,146 3 0 0	..	6,241 7 9 9	145,264 2 0 8
Total	701,839 0 0 2	211,649 5 5 0	1,458,864 8 7 6	97,002 7 5 2	..	62,407 3 5 4	2,531,763 5 3 4

N.B.—Shanghai office established, 1854; Canton Office, October 1859; Swatow Office, January 1860; Ningpo Office, May 1861.

SECOND YEAR. July 1, 1861—4th, 5th, 6th, and 7th Quarters—to June 30, 1862. (Hien-fung, 11th Year, 5th Moon, 24th Day, to Tung-che, 1st Year, 6th Moon, 4th Day.)

Port.	Import.	Opium.	Export.	Tonnage.	Coast Trade.	Native.	Total.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
Shanghai	1,563,089 8 8 1	593,773 7 6 8	856,787 5 6 8	85,907 2 5 9	183,132 1 8 2	13,553 1 3 2	3,296,243 7 9 0
Canton	184,633 6 9 6	91,578 4 3 1	797,870 7 2 6	31,426 9 0 0	13,330 1 0 2	33,862 7 0 3	1,152,702 5 5 8
Swatow	121,819 2 4 1	Included in import	81,019 6 5 8	7,121 6 0 0	13,122 3 0 1	Not reported	223,082 8 0 0
Ningpo	32,075 1 2 6	Ditto	204,929 9 1 5	5,147 6 0 0	2,334 5 6 8	19,375 3 1 1	263,862 5 2 0
Chin-kiang	15,785 3 0 6	..	1,556 5 3 0	..	1,155 2 1 7	..	18,497 0 5 3
Tien-tsin	127,935 5 7 2	Included in import	19,166 9 0 5	5,426 6 0 0	11,638 5 0 6	..	164,207 5 8 3
Foo-chow	258,992 9 5 1	Ditto	1,139,908 8 4 6	14,309 2 0 0	34,254 0 1 7	..	1,447,465 0 1 4
Amoy	43,055 2 5 9	Ditto	17,802 4 3 3	3,737 3 0 0	5,261 1 1 6	..	69,856 1 0 8
Total	2,347,407 0 3 2	685,352 1 9 9	3,119,042 5 8 1	153,076 4 5 9	264,248 0 0 9	66,791 1 4 6	6,635,917 4 2 6

N.B.—Chin-kiang Office established, April 1861; Tien-tsin Office, May 1861; Foo-chow Office, July 1861; Amoy Office, April 1862.

THIRD YEAR. July 1, 1862—8th, 9th, 10th, and 11th Quarters—to June 30, 1863, (Tung-che, 1st Year, 6th Moon, 5th Day, to 2nd Year, 5th Moon, 15th Day.

Port.	Import.	Optum.	Export.	Tonnage.	Coast Trade.	Native.	Total.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
Shanghai	1,319,734 1 4 0	718,912 8 0 8	967,241 8 6 9	164,638 2 9 4	123,139 4 5 9*	4,052 9 8 4	3,297,719 5 5 4
Canton	136,041 1 6 5	151,848 5 4 0	815,303 3 7 9	25,989 2 0 0	26,245 3 6 5	34,096 0 7 4	1,189,523 7 2 3
Swatow	23,885 6 6 0	123,195 6 0 0	136,836 3 7 0	10,434 8 0 0	28,580 2 9 2	Not reported	322,932 7 2 2
Ningpo	35,450 3 4 9	8,233 2 0 0	125,439 3 1 4	13,539 4 0 0	30,505 9 9 7	2,442 7 5 2	215,611 0 1 2
Chin-kiang	5,942 4 4 7	390 0 0 0	1,595 4 2 4	3,658 5 5 9	26,035 8 3 9	..	37,622 2 6 9
Tien-tsu	18,736 3 1 0	41,778 0 5 7	16,374 6 3 6	1,063 8 0 0	26,014 2 0 1	..	103,967 0 0 4
Foo-chow	49,939 4 5 7	215,668 0 3 4	1,340,105 2 7 5	17,361 4 0 0	37,014 2 3 3	..	1,660,088 3 9 9
Amoy	66,548 5 8 0	88,661 1 6 3	219,613 2 5 9	18,979 8 0 0	20,724 3 8 7	..	414,527 1 8 9
Kiu-kiang	160 2 3 3	..	229,762 4 5 7	266 2 0 0	21,625 4 9 5*	..	251,814 3 8 5
Hankow	1,858 4 6 0	1,270 8 0 0	295,246 6 1 4	3,166 5 6 1	30,730 5 6 3*	..	332,272 9 9 8
Che-foo	6,504 1 2 8	4,524 7 2 0	14,726 5 2 0	1,594 7 0 0	6,037 6 3 2	..	33,387 7 0 6
Total	1,664,800 9 2 9	1,354,482 9 2 2	4,162,245 1 1 7	260,682 7 1 4	376,653 4 6 3	40,591 8 1 0	7,859,466 9 5 5

N.B.—Kiu-kiang Office established January 1862, commenced to collect duties January 1863; Hankow Office, January 1862; commenced to collect duties January 1863; Che-foo Office, March 1862.

* Nett estimate after recovery of deposits, i. e.—Shanghai, 150,000 taels; Hun-kiang, 90,000 taels; Hankow, 30,000 taels.

FOURTH YEAR. July 1, 1863—13th, 13th, 14th, and 15th Quarters—to June 30, 1864. (Tung-che, 2nd Year, 5th Moon, 16th Day, to 3rd Year, 5th Moon, 27th Day.)

Port.	Import.	Opium.	Export.	Tonnage.	Coast Trade.	Native.	Total.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
Shanghai	481,548 5 9 3	743,216 9 0 1	535,249 8 9 9	170,167 9 5 0	128,713 2 7 9	11,048 0 5 4	2,119,944 6 7 6
Canton	125,861 7 0 6	64,787 1 9 6	566,031 4 2 4	18,511 5 0 0	23,382 5 8 9	Not reported	798,674 4 1 5
Swatow	22,619 7 9 4	128,403 7 5 0	143,277 7 0 8	11,120 9 0 0	37,905 4 1 5	Ditto	343,327 5 6 7
Ningpo	67,454 6 3 6	38,049 7 7 6	179,910 9 3 6	36,341 5 0 0	41,952 2 9 7	15,354 6 7 2	379,062 8 1 7
Chin-kiang	89 5 2 0	257 1 0 0	2,493 3 7 7	3,132 4 6 9	22,980 5 5 7	..	29,013 0 2 3
Tien-tsin	23,712 2 4 0	24,649 9 6 8	31,807 3 4 9	3,681 9 0 0	59,534 1 4 9	..	163,385 6 0 6
Foo-chow	47,248 9 6 2	181,788 3 0 5	1,243,000 1 1 7	16,059 2 0 0	37,712 7 7 3	..	1,524,809 3 5 7
Amy	70,618 5 1 3	184,989 9 8 2	211,633 7 5 9	20,181 5 0 0	27,279 2 6 7	..	464,703 0 2 1
Kiu-kiang	..	..	541,523 0 0 1	3,273 7 0 0	29,797 7 7 8*	..	574,394 4 7 9
Hankow	3,588 4 1 5	33 9 0 0	999,388 8 7 5	5,735 6 5 0	41,672 1 5 7*	..	1,050,436 9 9 7
Che-foo	39,185 1 1 4	14,062 7 5 5	110,204 1 2 9	11,202 8 8 7	35,330 0 9 1	..	209,985 6 7 6
Tamsuy	1,316 4 7 9	19,734 0 9 9	23,781 7 0 4	1,068 7 0 0	2,108 3 9 7	..	48,009 2 8 0
Takow	..	2,688 0 0 0	5,613 6 1 4	298 3 0 0	170 4 3 1	..	8,870 3 4 5
Newchwang	336 6 1 0	..	12,043 2 0 4	198 8 0 0	1,350 5 3 4	..	13,929 1 4 8
Total	893,680 5 8 2	1,362,061 6 3 3	4,654,959 7 9 6	301,152 9 5 6	389,819 7 1 4	26,402 7 2 6	7,728,747 4 0 7

N.B.—Tamsul Office established September 1863; Takow Office, March 1864; Newchwang Office, April 1864.

* Nett estimate after recovery of deposits, i. e.—Kin-kiang, 145,000 taels; Hankow, 40,000 taels.

FIFTH YEAR. July 1, 1864—16th, 17th, 18th, and 19th Quarters—to June 30, 1865. (Tung-che, 3rd Year, 5th Moon, 28th Day, to 4th Year 5th (intercalary) Moon, 8th Day.)

Port.	Import.	Opium.	Export.	Tonnage.	Coast Trade.	Native.	Total.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
Canton	115,723 6 3 6	78,310 3 3 2	466,430 6 6 1	20,527 7 0 0	20,823 9 9 3	Not reported	701,816 3 2 2
Swatow	21,125 4 0 2	127,446 0 0 0	132,673 8 3 8	19,083 1 0 0	37,076 6 0 9	Ditto	337,404 9 4 9
Amoy	87,025 6 4 4	153,007 1 7 1	193,351 2 1 2	26,090 6 0 0	29,608 6 9 2	..	489,083 3 1 9
Takow	2,332 6 9 9	32,448 0 0 0	39,090 8 6 8	2,167 8 0 0	4,346 8 0 8	..	80,386 1 7 5
Tamsuy	1,784 8 9 4	27,978 6 0 0	20,234 7 5 5	785 6 0 0	2,111 4 6 8	..	52,895 3 1 7
Foo-chow	49,018 8 4 4	203,355 3 4 9	1,242,394 2 5 4	21,386 9 0 0	41,983 9 0 4	..	1,558,139 2 5 1
Ningpo	36,506 4 9 6	40,466 7 8 5	221,093 3 4 1	21,731 4 0 0	40,433 5 9 6	14,971 1 7 3	375,202 7 9 1
Shanghai	474,258 3 7 2	808,250 0 2 0	489,463 6 0 5	140,156 6 0 0	142,620 4 4 2	7,464 8 2 7	2,062,213 8 6 6
Chin-kiang	32 0 0 0	2,406 0 0 0	2,618 8 9 0	2,988 8 0 0	15,305 6 6 4	..	23,351 3 5 4
Kin-kiang	153 0 0 0	..	497,801 1 0 6	2,319 9 0 0	30,259 5 5 3*	..	530,533 5 5 9
Hankow	7,024 6 9 5	..	847,429 4 1 5	3,524 1 0 0	46,555 9 1 1*	..	904,634 1 2 1
Che-foo	37,656 0 1 4	61,306 7 5 5	105,051 7 9 2	12,582 6 0 0	24,358 8 8 5	..	241,056 0 4 6
Tien-tsin	40,793 1 5 4	128,665 6 0 0	51,231 2 8 3	3,952 5 0 0	55,902 9 5 4	..	280,545 4 9 1
Newchwang	6,863 1 1 1	28,710 8 0 0	116,113 0 5 1	6,955 7 0 0	7,682 2 9 3	..	166,324 9 5 5
Total	880,297 9 6 1	1,692,351 4 1 2	4,424,378 0 7 1	284,353 3 0 0	499,170 7 7 2	22,436 0 0 0	7,803,587 5 1 6

* Nett estimate after recovery of deposits, i. e.—Kiu-kiang, 30,000 taels; Hankow, 45,000 taels.

STATEMENT 2.—Showing the Revenue of each Port from Year to Year.

Port.	Year.	Import.	Opium.	Export.	Tonnage.	Coast Trade.	Native.	Total.
		Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
Shanghai ..	1861	335,504 7 1 1	211,649 5 5 0	557,037 9 6 0	52,062 0 5 2	..	13,871 8 7 8	1,170,126 1 5 1
	1862	1,563,089 8 8 1	593,773 7 6 8	856,787 5 6 8	85,907 2 5 9	183,132 1 8 2	13,553 1 3 2	3,296,243 7 9 0
	1863	1,319,734 1 4 0	718,912 8 0 8	967,241 8 6 9	164,638 2 9 4	123,139 4 5 9*	4,052 9 8 4	3,297,719 5 5 4
	1864	481,548 5 9 3	743,216 9 0 1	585,249 8 9 9	170,167 9 5 0	128,713 2 7 9	11,048 0 5 4	2,119,944 6 7 6
	1865	474,258 3 7 2	808,250 0 2 0	489,463 6 0 5	140,156 6 0 0	142,620 4 4 2	7,464 8 2 7	2,062,213 8 6 6
Canton ..	1861	285,813 2 6 3	Included in import	720,116 1 4 3	38,790 9 0 2	..	28,182 5 0 5	1,072,902 8 1 3
	1862	184,633 6 9 6	91,578 4 3 1	797,870 7 2 6	31,426 9 0 0	13,330 1 0 2	33,862 7 0 3	1,152,702 5 5 8
	1863	136,041 1 6 5	151,848 5 4 0	815,303 3 7 9	25,989 2 0 0	26,243 3 6 5	34,096 0 7 4	1,189,523 7 2 3
	1864	125,951 7 0 6	64,787 1 9 6	566,031 4 2 4	18,511 5 0 0	23,382 5 8 9	Not reported	798,674 4 1 5
	1865	115,723 6 3 6	78,310 3 3 2	466,430 6 6 1	20,527 7 0 0	20,823 9 9 3	Ditto	701,816 3 2 2
Swatow ..	1861	55,553 5 4 4	Included in import	68,802 1 4 8	5,003 4 9 8	..	14,111 1 7 2	143,470 3 6 2
	1862	121,819 2 4 1	Ditto	81,019 6 5 8	7,121 6 0 0	13,122 3 0 1	Not reported	223,082 8 0 0
	1863	23,885 6 6 0	123,195 6 0 0	136,836 3 7 0	10,434 8 0 0	28,580 2 9 2	Ditto	322,932 7 2 2
	1864	22,619 7 9 4	128,403 7 5 0	143,277 7 0 8	11,120 9 0 0	37,905 4 1 5	Ditto	343,327 5 6 7
	1865	21,125 4 0 2	127,446 0 0 0	132,673 8 3 8	19,083 1 0 0	37,076 6 0 9	Ditto	337,404 9 4 9
Ningpo ..	1861	24,967 4 8 4	..	112,908 6 2 5	1,146 3 0 0	..	6,241 7 9 9	145,264 2 0 8
	1862	32,075 1 2 6	..	204,929 9 1 5	5,147 6 0 0	2,334 5 6 8	19,375 3 1 1	268,862 5 2 0
	1863	35,450 3 4 9	8,233 2 0 0	125,439 3 1 4	13,559 4 0 0	30,505 9 9 7	2,442 7 5 2	215,611 0 1 2
	1864	67,454 6 3 6	38,049 7 7 6	179,910 9 3 6	36,341 5 0 0	41,952 2 9 7	16,354 6 7 2	379,063 8 1 7
	1865	36,506 4 9 6	40,466 7 8 5	221,093 3 4 1	21,731 4 0 0	40,433 5 9 6	14,971 1 7 3	375,202 7 9 1
Chin-kiang ..	1862	15,785 3 0 6	..	1,556 5 3 0	..	1,555 2 1 7	..	18,497 0 5 3
	1863	5,942 4 4 7	390 0 0 0	1,595 4 2 4	3,658 5 5 9	26,035 8 3 9	..	37,622 2 6 9
	1864	39 5 2 0	257 1 0 0	2,493 3 7 7	3,192 4 6 9	22,980 5 5 7	..	29,013 0 2 3
	1865	32 0 0 0	2,406 0 0 0	2,618 8 9 0	2,988 8 0 0	15,305 6 6 4	..	23,351 3 5 4
Tien-tsin ..	1862	127,955 5 7 2	Included in import	19,166 9 0 5	5,426 6 0 0	11,658 5 0 6	..	164,207 5 8 3
	1863	18,736 3 1 0	41,778 0 5 7	16,374 6 3 6	1,073 8 0 0	26,014 2 0 1	..	103,967 0 0 4
	1864	33,712 2 4 0	34,649 9 6 8	31,807 3 4 9	3,681 9 0 0	59,534 1 4 9	..	163,385 6 0 6
	1865	40,793 1 5 4	128,665 6 0 0	51,231 2 8 3	3,952 5 0 0	55,902 9 5 4	..	280,545 4 9 1

* Nett estimate.

Port.	Year.	Import:	Opium:	Export:	Tonnage.	Coast Trade.	Native.	Total.
		Taels, m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels, m. c. c.	Taels m. c. c.		Taels m. c. c.
Foo-chow ..	1862	238,992 9 5 1	Included in import	1,139,908 8 4 6	14,309 2 0 0	34,254 0 1 7	..	1,447,465 0 1 4
	1863	49,939 4 5 7	215,668 0 3 4	1,340,105 2 7 5	17,361 4 0 0	37,014 2 3 3	..	1,660,988 3 9 9
	1864	47,248 9 6 2	181,788 3 0 5	1,242,000 1 1 7	16,059 2 0 0	37,712 7 7 3	..	1,524,809 3 5 7
	1865	49,018 8 4 4	203,355 3 4 2	1,242,394 2 5 4	21,386 9 0 0	41,983 9 0 4	..	1,558,139 2 5 1
Amoy ..	1862	43,055 2 5 9	Included in import	17,802 4 3 3	3,737 3 0 0	5,261 1 1 6	..	69,856 1 0 8
	1863	66,548 5 8 0	88,661 1 6 3	219,613 2 5 9	18,979 8 0 0	20,724 3 5 9	..	414,527 1 8 9
	1864	70,618 5 1 3	134,989 9 8 2	211,633 7 5 9	20,181 5 0 0	27,279 2 6 7	..	464,703 0 2 1
	1865	87,025 6 4 4	153,007 1 7 1	193,351 2 1 2	26,090 6 0 0	29,608 6 9 2	..	489,083 3 1 9
Kiu-kiang ..	1863	160 2 3 3	..	229,762 4 5 7	266 2 0 0	21,625 4 9 5*	..	251,814 3 8 5
	1864	..	..	541,523 0 0 1	3,273 7 0 0	29,797 7 8*	..	574,594 4 7 9
	1865	153 0 0 0	..	497,801 1 0 6	2,319 9 0 0	30,259 5 5 3*	..	530,533 5 5 9
Hankow ..	1863	1,858 4 6 0	1,270 8 0 0	295,246 6 1 4	3,166 5 6 1	30,730 5 6 3*	..	332,272 9 9 8
	1864	3,588 4 1 5	83 9 0 0	999,388 8 7 5	5,753 6 5 0	41,672 1 5 7*	..	1,050,436 9 9 7
	1865	7,024 6 9 5	..	847,429 4 1 5	3,524 1 0 0	46,655 9 1 1*	..	904,634 1 2 1
	1863	6,504 1 2 8	4,524 7 2 0	14,726 5 2 0	1,594 7 0 0	6,037 6 3 2	..	33,387 7 0 0†
Che-foo ..	1864	39,185 1 1 4	14,062 7 5 5	110,204 8 2 9	11,202 8 8 7	35,330 0 9 1	..	209,985 6 7 6†
	1865	37,656 0 1 4	61,306 7 5 5	105,051 7 9 2	12,682 6 0 0	24,358 8 8 5	..	241,056 0 4 6†
	1864	1,316 4 7 9	19,734 0 0 0	23,781 7 0 4	1,068 7 0 0	2,108 3 9 7	..	48,009 2 8 0
Tamsuy ..	1865	1,784 8 9 4	27,978 6 0 0	20,234 7 5 5	785 6 0 0	2,111 4 6 8	..	52,395 3 1 7
Newchwang ..	1864	336 6 1 0	..	12,043 2 0 4	198 8 0 0	1,350 5 3 4	..	13,929 1 4 8
	1865	6,863 1 1 1	28,710 8 0 0	116,118 0 5 1	6,955 7 0 0	7,682 2 9 3	..	166,324 9 5 5
Takow ..	1864	..	2,688 0 0 0	5,613 6 1 4	398 3 0 0	170 4 3 1	..	8,870 3 4 5
	1865	2,332 6 9 9	32,448 0 0 0	39,090 8 6 8	2,167 8 0 0	4,346 8 0 8.	..	80,386 1 7 5

* Nett estimate.

† Siamese included.

STATEMENT 3.—Showing the Total Annual Collections under each Heading.

	1st Year, to June 30, 1861.	2nd Year, to June 30, 1862.	3rd Year, to June 30, 1863.	4th Year, to June 30, 1864.	5th Year, to June 30, 1865.	Five Years' Total Collection.
	Taelis m. c. c.	Taelis m. c. c.	Taelis m. c. c.	Taelis m. c. c.	Taelis m. c. c.	Taelis m. c. c.
Import ..	701,839 0 0 2	2,347,407 0 3 2*	1,664,800 9 2 9	893,680 5 8 2	880,297 9 6 1	6,488,025 5 0 6
Opium ..	211,649 5 5 0	685,352 1 9 9	1,354,482 9 2 2	1,362,681 6 3 3	1,692,351 4 1 2	5,306,497 7 1 6
Export ..	1,458,864 8 7 6	3,119,042 5 8 1	4,152,245 1 1 7	4,654,959 7 9 6	4,424,978 0 7 1	17,820,090 4 4 1
Tonnage ..	97,002 7 5 2	153,076 4 5 9	260,892 7 1 4	301,132 9 5 6	284,353 3 0 0	1,096,278 1 8 1
Coast Trade ..	..	264,248 0 0 9	376,553 4 6 3	489,889 7 1 4	499,170 7 7 2	1,629,961 9 5 8
Native ..	62,407 3 5 4	66,791 1 4 6	40,391 8 1 0	26,402 7 2 6	22,436 0 0 0	218,629 0 3 6
Total ..	2,531,763 5 3 4	6,635,917 4 2 6	7,859,466 9 5 5	7,728,747 4 0 7	7,803,587 5 1 6	32,559,482 8 3 8

* Including opium at Swatow, Foo-chow, Amoy, Ningpo, and Tientsin, estimated at, say, 347,000 taels.

Pekin, January 10, 1866.

(Signed)

ROBERT HART, Inspector-General of Customs.

*Report on the Trade at the Port of Newchwang for the Year 1865.**Office of Maritime Customs,**Ying-tzu, January 31, 1866.*

Sir,

THE port on the Sua-muren, at which foreigners reside, in front of which foreign vessels anchor, and which has taken the place of the New-chwang, stipulated for as an open port in the British Treaty of Tien-tsin, is known as Ying-tzu. The Province of Manchuria, in which it is situated, is ordinarily marked on maps as Liao-tung, but should more correctly be termed Fing-tien.

Ying-tzu is distant eighteen miles from the bar at the mouth of the Sua-muren. It commenced to assume commercial importance thirty years ago. It then took the place of Tien-chuang-tai, a port on the same river some forty miles higher up. At an earlier date, in the time of Kien-lung, Tien-chuang-tai had in a like way taken the place of New-chwang. This change was necessitated by the gradual shallowing of the river. New-chwang is situated on a small branch of the principal eastern affluent of the Sua-muren, and is by water distant eighty miles from this town. It is now only accessible to the smallest boats. The Sua-muren is navigable for flat-bottomed river craft of no great size nearly to the confines of Mongolia, but foreign vessels certainly could not proceed beyond Tien-chuang-tai.

Those to whom fuller details as to the character of Ying-tzu and the surrounding country would be of interest, should consult Mr. Meadows' invaluable Memorandum on the Consular District of New-chwang.

Ying-tzu is closed by ice during four months and a-half—from the middle of November to the end of March. In 1862 the first vessel arrived in port on the 29th of March, and the last vessel cleared on the 18th of November; in 1863 the first vessel arrived on the 22nd March, but was much damaged by the floating ice, and the last vessel cleared on the 15th of November; in 1864 the first vessel arrived on the 2nd of April, and the last vessel cleared on the 10th of November; in 1865 the first vessel arrived on the 30th of March, and the last vessel which entered the port cleared on the 21st of November. A steamer which was permitted to discharge its cargo outside the har, cleared on the 24th November. It seems to me that vessels cannot remain here with certain safety after the 10th of November. Last year the 13th of November was little more than a pleasant cold autumn day. But in the evening about 9 o'clock the ice swept down; some junks and pilot-boats were crushed to pieces; the four foreign vessels which were in harbour were forced to slip their cables, and to float away with the current, and two of them eventually grounded, and narrowly escaped being wrecked.

Ying-tzu was opened to foreigners by the arrival of Her Britannic Majesty's Consul in May 1861. During that year 33 vessels, of an estimated tonnage of 11,346 tons, entered the port. The revenue of the Maritime Customs, or office which collected duties from foreign vessels, for the year was 2,291 taels 2 mace 4 candarines. Before the season of 1862 commenced, the prohibition of the exportation of pulse and pulse cake, in foreign vessels, was rescinded. Accordingly, the number of foreign vessels which arrived increased to 86, of an estimated tonnage of 27,747 tons: the revenue of Maritime Customs for the year was 33,336 taels. In 1863, 201 vessels, of an estimated tonnage of 61,156 tons, arrived: the revenue of the Maritime Customs for the same year was 89,785 taels 7 candarines 9 cash. In 1864, 302 vessels, of an estimated tonnage of 88,281 tons, arrived: the revenue of the Maritime Customs for the same years was 123,487 taels 6 candarines.

The Maritime Customs was placed under an officer of the Foreign Inspectorate on the 9th of May, 1864. In 1865, 274 vessels, of 91,118 tons, arrived, and the revenue of the Maritime Customs advanced to 167,064 taels 2 mace 4 candarines 8 cash.

During the first four years the larger portion of the shipping belonged to the North German and Baltic ports; the general economy with which these vessels are worked enabling them to carry cargo at low rates of freight. But in 1865 the case was altered. In 1864 the tonnage of British shipping was little more than a fourth of the total. In 1865 it was almost half. This sudden increase is to be attributed to the dulness of trade on the coast, forcing British ships to accept any terms which might be offered to them, and thus placing them on the same footing as Continental vessels.

The increase in the foreign tonnage was, of course, not without its influence on native shipping. A few years ago over 3,000 sea-going junks arrived annually; last year barely 1,300 entered the port. It will be observed, that whilst the tonnage of 1865 is not one-half greater than that of 1863, the revenue is almost twice as large.

In stating the tonnage of 1861-62-63-64, I have employed the word "estimated," as the figures for the first three years have been entirely, and for the fourth year partially, procured from the old Native Office. It is impossible for me, therefore, to guarantee their accuracy. The yearly account of the revenue has been derived from the official Reports sent to Peking.

The import and export trade under foreign flags at this port is conducted by four foreign firms, and by some ten large Canton, Swatow, and Chiu-chew hong. Since 1861 two agencies of large British firms have been withdrawn, and one independent commission-house has been closed. Of the existing firms two are British, one is American, and one is German.

The business done by the foreign merchants is, however, in no way in proportion to their number. Of the 274 vessels which arrived here in 1865, only 37 were consigned to, or loaded by, foreigners. During the past season the Chinese interested in the trade of this port are supposed to have expended 400,000 taels in the chartering of foreign vessels: 338,300 piece of pulse-cake were exported by foreign merchants, and 1,449,671 pieces by Chinese: 19,650 piculs of pulse were exported by foreign merchants, and 881,670 piculs by Chinese.

With imports the case is similar: 80 piculs of opium were imported by foreigners, and 1,442 piculs by Chinese: 11,650 pieces of shirtings and T-cloths were imported by foreign merchants, and 38,086 by Chinese. But perhaps the best way of showing how entirely the business of the port is engrossed by the native traders will be to state that of the 167,000 taels received in revenue during 1865, only 10,000 taels were paid by foreigners.

The extraordinary superior position thus occupied by the Chinese would seem to be owing to their being natives of the districts, in which, under ordinary circumstances, the principal products that quit Ying-tzu are chiefly consumed; to their all being connected with firms which have been established in the neighbourhood of these districts, and have associated with and gained the confidence of the retailers, years before foreigners attempted to engage in the trade; to many of them having been in the same way established here, and to there having gained here a name for wealth and integrity, to the actual possession of, if not a large capital, at least large available means; and to their long residence and their reputa-

tion, enabling them to, when necessary, purchase to no inconsiderable degree on credit. This ability to purchase on credit is of enormous benefit to them. For money, always scarce here, is sometimes so scarce, that the best letters of credit become useless. And when money is so scarce, imports and produce are of course depreciated in value.

But whilst the foreign merchant who is desirous of availing himself extensively of the low price of the latter, is compelled to dispose of the former at a proportionately low price, the Chinese, who is known as a great importer of opium, of piece goods, and of sugar,—who in past years has owed and paid his 60,000 or 70,000 taels, and whose promissory notes will in consequence not be rejected by the Moukden banks, which in many instances have a lien on the produce—can easily obtain six weeks' or two months' credit.

The disadvantages of a later participation in the trade and of a smaller capital, would, however, be counteracted by time, and by the older foreign firms in the south taking a little more interest in the northern business, and thus enabling their countrymen to enter into larger undertakings than they have yet ventured on. But the causes which at most of the second-class ports are quickly drawing the coast trade in both native and foreign goods from the foreigner to the Chinese would have still to be overcome.

When the working expenses of the native merchant and of the foreign merchant are more equalized—when the foreign merchant no longer deems it right to entrust his reputation and his fortune to a man of alien and supposed inferior race, to whom he is compelled to confide his most secret and most important plans, but with whom he can hardly converse intelligibly—who is daily tempted to engage in transactions which either directly or indirectly must be prejudicial to the interests he professes to serve—who is urged to abstain from doing so by no feelings of honour, of gratitude, or of sympathy, and who accordingly is often enriched while his employer is ruined,—then, and not till then, will the substitution now so rapidly taking place be arrested.

Were the foreign merchants at the smaller ports to acquire a knowledge of Sycee—not a harder task than the study of tea and of silk; were they to conquer the trifling acquaintance with the written and spoken language of China, which would be amply sufficient for all their wants; were they to dispense with the costly services of the compradore, and of the shroff, and their several staffs; and were they to arrange with their own tongue, and to read with their own eyes, their contracts of purchase and of sale,—a considerable reduction of expenditure would be effected, their gains would be infinitely augmented, they would have more faith in the natives, and the natives would be less distrustful of them. Now they may be scrupulously honourable, and yet be justly be accused of faithlessness. They may sell on most profitable terms, and yet submit to a loss. This, I am aware, is no new discovery, but the subject well merits repeated discussion.

One foreign merchant here has resorted to a plan, which is perhaps the best that circumstances admit of, and which is not, I think, very generally adopted. He has had drawn up and addressed to the various warehouses and shops, a circular, explaining that all business agreements must be written in English, and signed by himself; and defining so carefully the functions of his compradore, that any independent speculations on the part of the latter are rendered impossible.

The absence of Returns of the import and export trade under foreign flags before the 9th of May, 1864, at which date the 1864 season had

already commenced over a month, 50 vessels having arrived since the 1st of April, renders any elaborate comparisons of the trades of the various years impracticable.

The export trade of Ying-tzu may be said to consist of pulse, of pulse-cake, and of pulse-oil. Pulse is chiefly converted into the bean-curd, which is so popular an article of food amongst the natives of Kwang-tung and Foh-kien. Pulse-cake is sometimes used as food for cattle, but is usually employed as manure, more especially in the sugar districts of those same Provinces. Pulse-oil is used in the Central and Southern seaboard Provinces in the preparation of food.

The value of the export trade in 1865 was 2,167,314 taels. Of this sum, 1,957,395 taels were represented by pulse and its manufactures. The value of the export trade during the six months and few days of 1864, for which trustworthy Returns were published, was 1,710,398 taels. Of this sum, 1,499,737 taels were represented by pulse and its manufactures. The past year was unquestionably distinguished by an increase in the exportation of pulse. This increase is principally owing to the large quantities dispatched to Shanghai. The quantity dispatched during the past year exceeded the quantity dispatched during the six months of 1864 by 100,000 piculs, a circumstance which, in conjunction with the fact that 34,758 piculs of rice were also sent to Shanghai, whilst only 3,780 piculs were forwarded there during the preceding year, would seem to betoken a deficiency in the supply of grain from other quarters, that reached that port.

One significant feature in a comparison of the export of pulse for the two years is, that in 1864, 350,398 piculs were sent to Hong Kong, and only 20,774 to Canton; and that in 1865, 206,639 piculs were sent to Canton, and only 202,826 piculs to Hong Kong. The same feature, but to a much smaller extent, characterizes the export of pulse-cake. In 1864, 7,000 pieces were sent to Hong Kong, and none to Canton. In 1865, 7,620 pieces were sent to Canton, and none to Hong Kong. The export of pulse-cake in 1865 was greatly in excess of the export during the preceding year, an excess which was also owing to the extraordinary quantity sent to Shanghai. During the 1865 season, 750,300 pieces were dispatched to that port, against 194,100 pieces during the six months of 1864.

This large demand is to be attributed to the necessity of employing a strong forcing manure experienced by the cultivators of the lands which had been ravaged by the rebels, and had remained untilled three or four years. But about July the heavy rains arrested the reclaiming of the soil, whilst the Proclamation of the Acting Governor possibly impeded the disposal of cargo brought in foreign vessels. Accordingly, some ships which loaded here for Shanghai, were, on arrival at their destination, ordered to proceed without delay to Amoy or Swatow, and part of the pulse already discharged was also re-shipped to these two ports. Had such not been the case, the supply in the sugar districts must have been short. During the six months of 1864, Amoy took 339,108 pieces, and Swatow 791,747 pieces. During the entire season of 1865, Amoy took only 211,076 pieces, and Swatow only 762,525 pieces.

The export of pulse-oil is distinguished by a decrease, arising apparently from a diminished demand at Shanghai. During the six months of 1864, 5,118 piculs were sent to Shanghai, whilst in 1865 only 2,813 piculs were shipped there. I am unable to explain the origin of this decrease. In 1864, 1,177 piculs were dispatched to Hong Kong, and none to Canton. In 1865, 850 piculs were sent to Canton, and only 566 piculs to Hong Kong. A large proportion of the oil which quits Ying-tzu is

still forwarded in junks. Oil which arrives here from the interior is packed in thick and strong wooden boxes, the use of which is rendered necessary by the liability to accident that attends transports in waggons, on an ill-made road. But owing to the greater security which such a commodity as oil enjoys in the hold of a vessel, and to the increase of freight resulting from the heavy and cumbrous character of the boxes, it is found unprofitable to employ them on board ship, and they are consequently exchanged for large baskets with paper linings. These baskets must, of course, be handled with much caution; each contains from 4 to 8 piculs; the slightest crack involves a loss of from 30 to 60 taels; and the fact that they are dealt with more carefully on board of junks than on board of foreign vessels, neutralizes the other numerous advantages of the latter.

It may not be uninteresting to point out, that during the past year 2,400 piculs of pulse were shipped to Japan. The pulse crop there is stated to have been deficient.

Of cotton, of which 4,573 piculs were sent away during the six months of 1864, only 309 piculs were shipped during the past year. And as these 309 piculs were dispatched to Swatow and to Amoy, it would seem that they were intended to be employed in native manufactures. In 1864 the great bulk went to Hong Kong.

The export of rice has largely increased. The 5,790 piculs which were exported during the six months of 1864 grew to 37,728 piculs in the 1865 season. Of the latter quantity, as we have seen, the great proportion was destined for Shanghai.

It is both useless and impossible to inquire into the increased or decreased exportation of miscellaneous articles of minor importance. It is certain that, on the whole, the export trade has showed an advance as compared with preceding years.

Of the pulse which reaches Ying-tzu not more than two-tenths are produced in the plain through which the Sau-muren, sweeping down towards the south-west, flows into the Gulf of Liao-tung. The remaining eight-tenths are grown in the region which is known to the natives as that beyond the barrier. It is the colonized portion of South-Eastern Mongolia, and lies along the north of the palisade, marked in many maps of the Empire as running from the Great Wall to the Songari.

A small quantity of the pulse-oil which quits this port is manufactured in the same region and at Moukden.

The pulse-cake manufactured there is employed on the spot as food for cattle. The pulse-cake which leaves Tien-chuang-tai in junks, and Ying-tzu in foreign vessels and junks, is manufactured at these two marts. It is considered injudicious to have large quantities on hand, and the manufacture is so carried on that the current stock rarely exceeds 90,000 pieces.

Neither the foreign or native exporting firms attempt to buy pulse in the interior. They are deterred from doing so by their inability to enter into the necessary transactions on as favourable terms as those who have been engaged in the business for years. Of the pulse which arrives at Ying-tzu from the tract beyond the palisade, about one-fourth is forwarded to the port direct. The other three-fourths pass by way of Moukden.

In all the large hamlets scattered through those fertile fields are dealers, or middlemen, who purchase in the autumn the crops of the neighbouring landowners and farmers. The petty tillers of the soil are paid at once, but the more wealthy proprietors always allow not far from year's credit. They are never paid until the first day of the sixth moon

of the following year, which usually falls in July. When frost has sufficiently hardened the roads, the pulse is conveyed in waggons to Ying-tzu, and to Moukden. These waggons travel at the rate of from fifteen to twenty miles a-day, and the remotest producing districts are not more than 600 miles distant from this port. The dealer himself does not accompany the produce, but consigns it to one of those vast yards or warehouses, which, with their long trains of heavily-laden carts constantly pouring in, their numberless stacks of peas, and piles of oil-boxes, form, from December to March, the most striking feature of the town. The dealer arrives towards the close of the winter. When the season commences he soon disposes of his pulse, as the necessity of a speedy return forces him to be content with a proportionate profit, and as produce brought to Ying-tzu direct can be sold for a slightly lower price than that which has passed through Moukden. With the greater part of the proceeds he buys foreign piece goods, &c., opium, and miscellaneous Chinese products. The balance he takes home in specie. About May the rains and the melting of the snow have somewhat increased the volume of the river, and he is easily able to transmit his purchases in boats nearly up to the palisade. Thence, though the roads are impassable for coarse and bulky commodities, the wares with which he ordinarily returns, owing to their comparatively portable character, can, without much difficulty, be conveyed in waggons to their destination. He then pays what he owes, and is ready to engage in fresh enterprises.

There are in all eighteen great yards in Ying-tzu, four of which confine themselves to storing pulse, while the remaining fourteen both store pulse, and manufacture pulse-cake and pulse-oil. There are also eleven very inferior yards of the latter class.

At the eastern extremity of the town is a vacant piece of ground, about 100 yards square, which, during the winter months, is daily, from sunrise till 10 o'clock, thickly covered with carts. At 10 the number begins to diminish, and at noon but few are left. At a little distance is a large mud hut, bearing on the walls, in Chinese characters, the words "Grain Exchange Office." The vacant space of ground is the Grain Exchange. To it resort the smaller cultivators of the adjacent lands—those who reside so close to Ying-tzu as to be enabled to bring their produce for sale, and to, if unsuccessful, take it back home in one day. Clerks attached to the various yards visit the Exchange, and effect certain purchases each morning. Owing to the trifling cost of transport, the prices are always comparatively low.

The few wealthier proprietors of the neighbourhood are themselves interested in the business of the large yards, and to them, therefore, they naturally entrust their crops. Yet the capital of even the largest yards is inconsiderable, and with the exception of the petty transactions negotiated on the Exchange, they seldom buy to any extent produce which arrives here direct. They act simply as warehousemen and agents for the dealers. When desirous of entering into a speculation, they are compelled to have recourse to the Shansi banks of Moukden, and the Moukden banks invariably refuse assistance unless the pulse is purchased through the Moukden yards.

The produce of the more distant parts of that outer portion of the Sua-muren plain, which extends from King-chow on the north-west, to Kai-chow on the south, and into the interior more than half-way to Moukden, is in the hands of the dealers of the former two cities of Tien-chuang-tai and of Sin-min-tun. Kai-chow and King-chow, however, are not dépôts. The crops, when collected, are as soon as possible forwarded to Ying-tzu.

Tien-chuang-tai and Sin-min-tun, on the other hand, have become important depôts, but they owe this advantage solely to their position: one lies on the bank of the Sua-muren; the other is but five miles from the bank of the Sua-muren, and is on the high road from Peking to Moukden.

The little surplus of the comparatively sterile south part of the province is shipped from the ports at the head of the Yellow Sea. It is taken by the growers to the port of shipments.

There are about fifty large yards at Moukden, for there the presence of the Shansi bankers facilitates and fosters speculation. Their aid enables the owners of yards to purchase to a larger extent than is in the power of similar establishments at Ying-tzu, and the fact of produce being thus disposed of more readily, induces the dealers to resort to Moukden in preference to the latter town. From Moukden, as from Ying-tzu, the dealer returns with foreign manufactures, &c., opium, miscellaneous articles, and a certain amount of Sycee. As in the case of Ying-tzu, the produce of the fields, within perhaps a circuit of ten miles adjacent to Moukden, is forwarded to that city by the growers, without the intervention of middlemen. Beyond this limit the produce of the inner portion of the plain is collected by country dealers, who resort to Moukden. About the middle of February pulse ceases to arrive at Ying-tzu direct from the producing districts. After that date, until the river opens, it is sent from Moukden. It has either been purchased there by the Ying-tzu yards, to which the Shansi banks are always willing to transfer the advances made to the Moukden yards, or it is forwarded by the latter on speculation. In the meantime, in order to lighten, as much as possible, the difficulty of transport after the disappearance of frost and the early rains have converted the roads into almost pathless marshes, large quantities of pulse are being accumulated at Sin-min-tun and at Tien-chuang-tai. From April to November the stocks at Ying-tzu are maintained by supplies sent in boats from Tien-chuang-tai. Junks also sometimes load there for Shanghai, Che-foo, and Tientsin. The stocks at Tien-chuang-tai are replenished from Sin-min-tun, those of Sin-min-tun from Moukden, and those at Moukden from the depôt at Fa-ku-men. Fa-ku-men is a town situated on the palisade north of Moukden.

Well placed as Sin-min-tun unquestionably is, it seems strange that it should occupy so important a position in the chain of depôts. One of the large hamlets that border the Moukden affluent, between that city and its junction with the Sua-muren, would, to all appearance, be more conveniently situated; but the depth of the stream cannot, I believe, be uniformly relied on.

The yards at Fa-ku-men, at Sin-min-tun, and at Tien-chuang-tai, are practically mere agencies of the Moukden yards. Over three-fourths of the value of the pulse return to Moukden in the shape of imports, some of which are forwarded during the season in boats, or, when practicable, by land transport, and some at the commencement of the ensuing winter.

It would seem, therefore, that in the case of nineteen-twentieths of the pulse which leaves Ying-tzu, either as pulse or as pulse cake, or as pulse oil, the country dealer, and one, or in most instances two distinct yards, separate the exporter from the producer. But this is not all; for at Ying-tzu not a pecul of pulse or a piece of pulse cake can be purchased without the intervention of a broker. Of these brokers there are two classes. There is the common street broker, who, day after day, wanders through the various hongs, inquiring who wishes to buy and who wishes to sell; and there are also brokers of a higher class, who possess regular offices, and are sometimes allowed by the yards to guarantee the purchasers'

integrity. Yet, if the exporter attempted to approach nearer to the producer he would find himself opposed by apparently insurmountable obstacles. He would have to compete with local firms, which have existed since the days of Kien-lung, who have gained the entire confidence of the inhabitants, which have been perfected by a long experience in the most efficient and economical modes of collecting and conveying produce, and which at the present moment almost monopolize every facility for transport. At each step he would be thwarted by their intrigues, and, most important of all, he, a strange foreigner, or an equally strange native of Swatow or of Chin-chewi, would be refused the prolonged credit that would be accorded to his rivals. Of the pulse shipped from Ying-tzu during the past year in a manufactured and unmanufactured state, it may be estimated that the raw article to the value of 1,600,000 taels passed through the hands of the country dealers. Of this sum a third must be deducted on account of profit, of transit expenses, and of a small inland due levied at the different gates of the palisade on the produce of the outer region. There will thus remain 1,070,000 taels. From these 1,070,000 taels we may subtract 170,000 taels to represent the proportion purchased from the smaller cultivators, and paid for in cash. A year's or eleven months' interest on the balance of 900,000 taels will indicate the extent of one of the disadvantages under which the exporter would labour in a struggle with the existing class of middlemen. Doubtless, as time passed on, promptitude in payment and honesty would lead to their ordinary results, and the difficulties to be encountered would gradually diminish. But merchants are rarely willing to impede their own advancement for the benefit of future generations; and though a few junks still load at Tien-chuang-t'ai, thus saving the cost of transport to Ying-tzu, shippers in foreign vessels would seek in vain a reduction in cost by effecting their purchases either there or at Moukden, or at one of the other depôts. The owners of the various yards too thoroughly realize the advantages they reap under the present system, and are too closely associated to permit of such a result. Even a large southern exporting firm, which finds it profitable to have an agency at Moukden for the sale of opium, never purchases produce in that city. The opium is paid for either by cheques that can be made use of at Ying-tzu, or by orders for the delivery of pulse on the Ying-tzu yards. The native exporting firms might, of course, treat successfully on the Ying-tzu exchange for the little produce of the adjacent fields; but they are dissuaded from doing so by the insignificance of the quantity, by the dread of imposition, and by the well-founded apprehension that the large yards would punish such independent attempts by withholding facilities that had formerly been granted.

Considering, then, how entirely exporters are debarred from coming in contact with the producers, it appears strange that even more exorbitant prices than have yet been asked have not been demanded. That this has not been the case has been owing to the fact that experience has shown that great risk attends the shipment of pulse and its manufacture to the south after a certain limit has been exceeded, and that sales in the consuming provinces become simply impossible after a higher price has been attained. Purchases therefore cease, and a cessation of purchases at once causes a reduction in the requirements of holders; for they well know that from the nature of the produce old stocks cannot be easily disposed of, and the probability of those of one year being left in their hands until the following season ever fills them with alarm; as it is the advance in cost has been enormous.

Pulse cakes are sold by the ten pies weighing 4 peculs 80 catties; pulse-

by the shih, a measure equivalent to 300 catties; and pulse oil by the ordinary pecul of 100 catties. In 1861, ten pieces of pulse cake were purchased for 1 tael 8 mace, 300 catties of pulse for 1 tael 7 mace, and 100 catties of pulse oil for 3 taels 8 mace 5 candarines. During the past year 5 taels 8 mace have been paid for the same quantity of the first commodity, 4 taels 7 mace for the same quantity of the second, and 8 taels for the same quantity of the third. Nevertheless, the consumption has increased.

At first sight, in view of the large advance in prices, this increase appears unintelligible. It must partly be attributed to the expense of transport being generally lessened by the employment of foreign vessels; more particularly by the costly process of transshipment to Shanghai, to which produce conveyed in junks was always subject, being suppressed, and to insurance rendering it no longer necessary for exporters to compensate themselves for the value of lost cargoes by demanding extravagant prices for those which arrived in safety. But that this is not the sole cause is proved by the fact that shipments in junks still continue, and must therefore still be remunerative. Perhaps the best reason is that put forward by the exporters, who assert that much of the profit which formerly accrued to them has now passed into the hands of the middlemen and growers, a statement which the experience of other new ports helps to confirm. At the same time, higher prices are unquestionably paid in the south.

The proposed importation of guano into China will probably, if persevered in, diminish the demand for pulse cake unless the price of the latter is reduced. This reduction would no doubt be effected by the substitution of machinery for the clumsy process now resorted to—a huge stone-crushing wheel set in motion by a mule and a press worked by hand; but, unfortunately, the practical exclusion of the exporter from the producing districts, and the fact that at Tien-Chuang-tai and at Ying-tzu the majority of the warehousemen are themselves engaged in the manufacture of pulse cake, would render it very difficult if not impracticable for the originator of such a scheme to purchase sufficient quantities of the raw commodity.

At some future day coal and silk may rank amongst the exports from Ying-tzu. Of coal as large a quantity as could possibly be required could be laid down here for 8 taels per ton; but it is soft and full of sulphur, and is certainly inferior for domestic purposes and for use by steamers to the coals of Hunan. Probably, however, if improved appliances enabled the miners to reach the lower seams a better quality would be discovered. The principal coal districts lie about forty miles to the south-east of Moukden. In the vicinity are furnaces for smelting iron, but I have been unable to ascertain with precision whether the iron is produced in the neighbourhood, or whether it is brought from a distance. The question becomes of interest when we recollect the enormous advantages enjoyed by European countries in which coal and iron are found side by side. Another description of coal is found near the coast, not far from the city of Fu-chow, but it is only seen in the form of dust, and is said to be chiefly employed in the oil manufactories.

Of silk 300 peculs can be collected annually, at a cost of 170 taels per pecul. Samples have been submitted to those most conversant with the commodity, and it rests with them to decide whether Manchuria is to assist in making good the deficiencies of Chekiang and of Keangsu. The silk-producing districts are separated from this port by the range of mountains which bisects Teng-tien from north-east to south-west, and which terminates in the promontory marked in many maps as the Regent's Sword.

The northern silkworm, though not longer, is thrice as thick as the ordinary insect ; it feeds not on the mulberry leaves, but on those of a shrub oak. Complete and interesting details on the subject are to be found in Mr. Meadows' Trade Reports.

Tobacco is grown in Kirin ; but judging from the past there is little prospect of its ever becoming a prominent article of export. Owing either to the distance to be traversed or to the smallness of the crops none has been shipped in foreign vessels since the establishment of this Office, whilst a considerable quantity has been brought from the south.

Towards the close of autumn large rafts arrive here from the north-east of the province. The wood is floated down the great eastern affluent of the Sua-muren ; a portion is employed here, and a portion is sent in junks to Shantung and to Chihli, but none has ever been taken away by foreign vessels.

It is difficult in discussing the trade of the chief port in Manchuria to avoid noticing the strange root in which every native of China, from the Emperor to the humblest coolie, places such implicit faith. Fine Manchurian ginseng is only found in the upper valley of the Usuri, where ruined towns and forts mark the cradle of the race which seven centuries ago ruled over China from the Yellow River to the Great Wall, which was forced back by the valour and genius of Genghis, and which 400 years afterwards again swept into Chihli to occupy and retain the Imperial throne. But ginseng loves moisture, and the densest of the forests which cling to the slopes of the hills ; it nestles in recesses, to which the rays of the sun have never penetrated, and which are as pathless now as in the days when the Golden Tartars were dwelling in and cultivating the plain. The genuine Manchurian ginseng consists of a stem from which the leaves spring, of a centre root, and of two roots branching off at the same point from each side of the centre root. The stem somewhat resembles the head and neck and the side roots the shoulders and arms of a man ; the main root represents the body, and a fork, which the main root frequently forms, the legs.

The Chinese, with a not ungraceful feeling, believe that a plant which thus expands into the human form amid thickets and jungle, on which the foot of man has never trod, must be intended to alleviate the sufferings of the human race. Its precious qualities are increased and intensified by age, and a plant is of no great value until it has been growing and gathering strength for at least an ordinary lifetime. The age, and consequently the value of a plant, are ascertained by a careful examination of the upper portions of the centre and side roots. These portions should be covered with rings, and the thicker and more numerous the rings the greater the age. The value of ginseng in no way depends upon its length, thickness, or colour. I myself have seen here a delicate root weighing but 6 mace, which cost 50 taels. The upper portions of the root also possess the greatest healing power. The stem, which appears above ground, on the other hand, ought not to be eaten. It is supposed to be baneful rather than beneficial.

In former years, the collection of ginseng was in the hands of some forty merchants, who, on payment of a heavy fee, obtained the necessary authority from the Tartar General of Kirin. In addition to the fee, each merchant was bound to hand over to Government a certain weight of the object of his search. The search continued from the end of April to the end of September. In it the merchants employed the outlaws, whom the fear of punishment had driven to take refuge in these wilds, and who were compelled by their position to be faithful servants. These men underwent great hardships and incurred great dangers. Forced to wander far from

the little patches of millet they had raised for their support, they were even menaced by starvation, and by the wolf, the tiger, and the leopard; and not unfrequently the hardships were endured and the dangers were incurred in vain.

In the time of Takuang ginseng was becoming yearly more scarce, and plants of any great age were rarely found. Finally, in order to arrest their utter extinction, the collection of the wild root was prohibited by Imperial edict. Steps were taken in Kirin to carry this order into effect, and measures were adopted to prevent the admission of the interdicted plant into China. Nevertheless, a very small quantity is still clandestinely collected to a considerable extent, however, in Russian territory.

The cultivation of ginseng, though allowed, is not encouraged; it is, in fact, hardly recognized as ginseng, as the tariffs of the various native custom-houses class it under the general heading of medicine. This course is not altogether unreasonable. The side branches of the cultivated plant are frequently broken off, and its premature growth and the means made use of to expedite its development often efface the resemblance from which it derives its name. With a view to produce a false appearance of age, hair is tied tightly round the upper portions of the root; but a practised eye can easily detect the deception.

Ginseng is cultivated in Manchuria and in the Corea. The average Corean cultivated ginseng is superior to the average Manchurian; 84 piculs 27 catties of Manchurian ginseng were exported in foreign vessels during the past year; the value was not 2 taels a catty.

The value of the import trade for the season, or seven months and a-half of 1865, exceeded the value of the import trade for the six months of 1864, by one million of taels. The value of the import trade for the past year, after deducting treasure and re-exports, was 1,665,376 taels. The value of the import trade during the six months of 1864, after deducting re-exports, treasure not being included in the returns, was 678,510 taels. There is reason for believing that were we in possession of returns of the entire import trade for the 1864 season, we should find that it did not attain to one half of the value of that of last year. The enormous advance which thus distinguished 1865, was chiefly owing to the increased importation of opium. Foreign vessels brought 1,522 peculs of opium, nine tenths of which were Malwa, to Ying-tzu, last year, whilst the Returns for the six months of 1864, show the arrival of only 506 piculs. English manufactures also contributed their share. In 1865, 54,939 pieces of English cotton fabrics were imported, against 27,287 pieces during the six months of 1864. Yet native manufactures have in no way suffered. No Nankeens reached Ying-tzu in foreign vessels during the six months of 1864; whilst 1,016 piculs valued at 25,400 taels., arrived in 1865. The demand for American cotton manufactures, on the other hand, seems to have been small. Only 770 pieces of American drills have reached Ying-tzu since the establishment of the foreign inspectorate. The consumption of English woollen manufactures has been characterized by an increase. The Returns for 1865 show the arrival of 7,374 pieces, against 2,870 pieces during the six months of 1864. Foreign iron has greatly advanced; 14,808 piculs of bar and nail rod iron arrived in 1865, against 2,905 piculs during the six months of 1864. It is principally employed in the construction and repair of the waggons and carts, which are the ordinary means of transport in this province. In autumn the roads are cut up by ruts, frequently over 3 feet deep. These ruts are hardened by frost, and the traffic rarely obliterates them and levels the highways until a third of the winter is over. The thousands of vehicles which are perpetually, night and day, passing to and fro, must therefore be

of great strength; and the cart in which a gentleman travels from Ying-tzu to Moukden, is built as solidly as the stoutest dray that ever crossed the Thames. Sugar, the most important native product which arrives here, shows a slight increase. 47,249 piculs were imported during the season of 1865, and only 34,200 piculs during the six months of 1864.

The foregoing figures do not altogether represent an increased consumption of the various commodities. They are doubtless partly due to the growing popularity of foreign shipping. Since the opening of Ying-tzu, foreign vessels have of course yearly been more appreciated. They have not only diminished by one half the tonnage of the native craft of this port, but have, to a certain extent, usurped the trade of the junks resorting to Ta-ku-shan, the principal port at the head of the Yellow Sea. But after making every allowance for this substitution, it cannot be denied that a great development of the import trade took place during the last year. The exhaustion of existing stocks and lower prices, have unquestionably stimulated the sale of piece goods, but the advance in the entire trade can only be attributed to the augmented wealth of the cultivated districts of this province and of the colonial tract of south-eastern Mongolia, arising from the increased demand and higher prices paid for their produce. The improved position of the inhabitants is placed in a striking light by the growing use of little family luxuries, and of a more expensive description of household utensils. Rude and uncleanly lamps and candlesticks of iron have given way to neater and more showy articles manufactured of tin. The quantity of that metal imported in 1865 is five times as large as the quantity imported in 1864. Matches are taking the place of the clumsy stone and steel. 13,000 tael worth were sold in 1865, and not a 1,000 tael worth in 1864. During the past year 3,369 taels were devoted to the purchase of foreign needles, whilst only 72 taels were thus expended during the preceding year. 75,000 mirrors were bought in 1865, and only 42,000 in 1864. The maidens of Mongolia and Manchuria were able to double their use of rouge and silk ribbons. 154 piculs of the former were imported in 1865, against 71 piculs in 1864; and 20 piculs of the latter against 10 piculs in 1864. On the other hand that dread of future expense which characterizes even the richest Chinese, retards the employment of window glass. It is objected to, not on account of the high cost, but on account of the impossibility of repairing it. A strip of paper to mend a crack in a paper window cost but one or two cash, whilst a pane of glass, to replace a broken one, costs several hundred. No foreigners forward imports to the interior. A large Swatow firm, however, to which almost two thirds of the drug that reaches Ying-tzu are consigned, and which may be said therefore to rule the opium market, finds it, as I have already mentioned, profitable to have an agency at Moukden.

The probability of this import trade continuing to grow each year, until Ying-tzu eventually becomes a great mart for the products of foreign countries, is a question of some interest. It cannot be concealed that this province is a poor one. The older inhabited southern districts are mostly sterile and mountainous; the value and quantity of silk they produce is nothing in proportion to the extent of country and of population; and the plain of the Sua-muren, has benefited to only a limited extent, by the increased demand and higher price paid for pulse. Moukden is the sole exception. Its ancient importance, its position as the residence of many and exalted officials, and as the point from which highways diverge to all points of the Empire, long ago recommended it to those natives of Shansi who are constantly seeking safe and lucrative

investments for their capital. To them Moukden is indebted for having become the storehouse of the produce which Mongolia and Manchuria send to the southern and central provinces; and it is their presence which converted Moukden into the entrepôt for the commodities which these provinces send back in return. Commercial prosperity has augmented the general wealth of the place, and its inhabitants are able to indulge in luxuries from which their poorer countrymen are compelled to abstain. Still, it is that colonised tract of south-eastern Mongolia, in which the largest quantities of pulse are produced,—which is the principal consumer of the shirtings, and the lustres, and the opium, that arrive here. Owing to the greater value of the fruits of their labour, these Mongolian colonists are growing yearly in wealth, and with their growth in wealth, the sale of the products of foreign countries is certain to expand. At the same time there is little doubt that the colonization of the north-eastern portion of the Empire is advancing with wonderful rapidity. But on the other hand, there is also little doubt, that once certain limits are overstepped, the advantages which will accrue to this port become questionable. To the north-west of the fruitful region which now draws its supplies from Ying-tzu, are mountains, the feet of which are touched by the desert of Gobi, and the ancient course of trade, and the features of the country, will ever induce the inhabitants of the Khanates across the desert to satisfy their scanty wants at the great market of Kiachta. As of old the western parts of Inner Mongolia will be provided by the dealers who resort to Hankow and to Tientsin. To the east are other mountains, and to the north-east are mountains and another desert, the arid plateau of the Korchin, beyond which the emigrant finds himself in the well watered valleys of Kirin and of Tsi-tsi-har, through which twenty streams flow to join the Amoor. But these valleys, well watered as they are, are scourged by a climate which neutralises their many other advantages. The Songari, and the Normi, and the Hurks, flow through arable prairies; their current is slow,—they are free from shallows and rapids,—and are in every way well adapted for navigation. But the most persevering and enterprising colonist can do little in a country where frost withers the grass in August, where snows falls in September, and where the ground is frozen 7 feet deep from October to April. And the extreme cold reaches even to those districts of Kiran, which are in the same latitude as the most fertile portion of Mongolia. This incongruity has been attributed to the proximity of the Shan-aiin, or Long White Mountains the northern slopes of which are covered with perennial snow. It is thus uncertain whether the utmost exertions of the colonists will ever win from these inclement regions that superfluity of substance without which the products of foreign countries are unattainable to them. And it is, moreover, uncertain whether, if their labours are unexpectedly profitable, they will find it expedient to convey the produce to the banks of the Sua-muren. Russian steamers have penetrated to the capital of Kirin, and though the mouth of the Amoor is ice-locked from November to May, there are Russian ports below Nicolayeosk, which are closed merely for two months, or which are not closed at all. Vladimir Bay is shut only from the middle of December to the middle of February; and Port Seymour, now an important naval station, and the harbours of Victoria and D'Anville Bays, remain always open. Years ago the journeys of M. de la Brunière and of Mr. Venault, proved that communication between the lower valleys of the Songari and of the Usuri was practicable, and that, with a denser population, it would be not only practicable but easy. In 1858 the explorations of M. Vercikof, quoted by M. Ravenstein, showed that the difficulty of crossing from the Usuri to the sea had been greatly exaggerated, and that

Russia has acquired the richest and mildest tract of northern Manchuria. Of the valleys of the two affluents of the Usuri, along which he travelled, one was well wooded with oaks and elms; the other was inhabited by Chinese squatters who grew wheat, and millet, and barley, hemp, and vegetables. The mountains were low, and cedars among other trees adorned the slopes. Bordering the stream which flowed on the other side towards the sea, were many fertile prairies well adapted for settlers. Passes intersect the ridge at Vladimir Bay and at Port Seymour, but there can be little question that, if a wise course is pursued by the Russian authorities, either Vladivostok in Victoria Bay, or perhaps a more southern harbour in D'Anville Bay, will eventually become the chief commercial station on the western coast of the Japanese sea. A few miles below D'Anville Bay is the River Tu-mên, the north-eastern boundary of the Corea; and on the Tu-mên, a few miles above its mouth, is Hun-ch'un, one of the two towns at which, at fixed times, lawful trade is permitted to be carried on between the Coreans and the Chinese. From Hun-ch'un roads diverge to the town of Kirin, to Ninguta on the Hurka, and to Lake Hinka on the Usuri. Thus a regular communication unites Hun-ch'un, and consequently D'Anville Bay, with the most important of the incompletely colonised districts and a settlement a little distance from the Tu-mên,—enjoying the many advantages that entire freedom from ice bestows,—could well compete with Ying-tzu for their custom. D'Anville Bay possesses the first requisite of commercial success. It has something to tempt the visits of traders,—something to offer them in return for what they bring. Nature has endowed it plentifully with that edible seaweed of which such enormous quantities now reach China from Japan.

When we cross the Tu-mên we are among a strange people, of whom little more is known than of the natives of Central Africa. Yet ten Roman Catholic priests are believed to be scattered through the Corea; two are said to be residing in the capital, and four are known to have crossed from Cne-foo in 1865. It is to be regretted that the desire of contributing to the advancement of general knowledge has not stimulated these enterprising men to tread in the footsteps of those illustrious servants of religion, from whom, for so many years, Europe learned all she knew regarding China. During the past year an English missionary passed some months cruizing in a junk along the western Korean coast, and it is to be hoped that the public will be enabled to enjoy the curious and novel information which he must have collected.

The northern boundaries of the Corea are not often clearly defined in maps. The boundary line starts from the mouth of the Tu-mên, and follows that river to its sources in the Shan-alin Mountains. It runs along the base of these mountains to the source of the Ya-lu, which stream is the line of demarcation to the head of the Yellow Sea. So far as can be ascertained, the Corea is poor and sterile, and the inhabitants are peaceful, indolent, and easily contented. Trade with the outer world is carried on through five channels:—Through the Japanese factory on the southern coast; through the fairs at Teng-huang-cheng, in the south-east of Teng-tien; and at Aun-chun, through the merchants who accompany the annual Embassies to Peking; and through the Shan-tung junks engaged in a contraband traffic on the Korean coast. The Japanese are now reported to be draining the country of the precious metals, more especially of silver, which they in most cases insist on receiving in exchange for the tea and the lacquered ware, and the various fabrics that they offer for sale. At Teng-huang-cheng there are three trading periods each year; one in the third moon, one in the ninth moon, and one in the twelfth moon. The

Coreans bring to these fairs their paper, which much resembles that of Japan, and is used in the windows of the wealthier classes in Manchuria and the northern provinces. It is highly prized on account of its strength and its imperviousness to damp. They bring also their cotton cloths, which are even more durable than the famous manufactures of Central China; and a little gold, a little ginseng, and tiger-skins. They take away miscellaneous native products, and piece-goods of different classes. The only drug which enters the Corea also passes through Teng-huang-cheng, and as the quantity is small, the consumption of opium by this secluded race must be limited. At Hun-chun the fair is conducted on the purest principles of barter. The mules and asses, the dogs and leather of Manchuria, and a certain proportion of foreign goods, are exchanged for the oxen and ponies, the cloth and the paper, of the Corea. The fair takes place in the twelfth moon of each year, and business is carried on under the supervision of two officers who are despatched expressly from Peking by the Board of Civil Office. Corea sends annually two Missions to Peking; one in the ninth moon and one in the twelfth moon; two merchants attach themselves to the first, but long lines of carts may be seen following in the train of the Embassy which usually passes through Moukden in January. These carts are laden with paper, cloth, and ginseng. Probably eight-tenths of the Corean ginseng that reaches China is admitted in this way. They return with miscellaneous native products and foreign fabrics. Though trading on the journey is not prohibited, it is seemingly rarely resorted to. Their adherence to ancient customs induces them to still procure in the capital articles which, during recent years at least, might be purchased more cheaply in this province.

About twenty Shan-tung junks laden with foreign cotton piece-goods cruise each year along the western Corean coast. It is estimated that about 8,000 pieces thus cross the Yellow Sea. The traders are always desirous of receiving ginseng in exchange; when, however, the quantities offered of it are insufficient, they accept sea-weed and shell-fish. In these transactions money is unknown; a piece of shirtings will purchase so many sticks of ginseng or so many peculs of sea-weed. The traffic is strictly repressed by the Corean Government, and natives detected in the prosecution of it are punished by death. Cotton of a fine quality is grown in the Corea, but it would appear to be inadequate for the wants of the inhabitants. The quantity of foreign fabrics which they yearly buy greatly exceeds the quantity of native cloth which they yearly sell. The future of the Corea lies in the expansion of the sea-weed trade, in the production of silk, and in the improvement of her gold-mines. In 1864, nearly 500,000 taels' worth of sea-weed reached Shangbae alone from Japan; and as an exporter of this strange article of food, the Corea might well compete with Nippon and with Yesso. She possesses both the shrub oak and the mulberry; her gold-mines are known to be numerous, and all inquiries would lead to the conclusion that if properly worked they would be rich. The great obstacle to progress is the character of the people. After centuries of seclusion, the Japanese was found as industrious and as enterprising as the most industrious and enterprising of Western races? but the Corean reminds those who see him of the sluggish and apathetic Mongol. Inter-course with a superior race must teach them the value of their resources, and the best means of developing them. But it is beyond the question to inquire to what magnitude foreign trade may then attain. There can be little doubt that it will be in no way connected with this port.

In the meantime, we cannot ignore that Vladivostok, or a more southern Settlement in D'Anville Bay, enjoys great facilities for supplying the, at present, limited wants of the Corea. The Russian is not an unknown

name on the southern bank of the Tu-mên; and if Hun-chun even partially takes the place of Teng-huang-cheng, the trade of this port will, under present circumstances, proportionately suffer; for the dealers of Teng-huang-cheng now provide themselves with opium and with piece-goods at Moukden and at Ying-tzu. Their paper and their Corean cloth are ordinarily disposed of at the former city for provincial distribution and consumption; but some ginseng and some tiger-skins are not unfrequently bartered away here. Indeed, tawny rows of tiger-skins dangling over the open fronts of the great retailing shops in the main street are no uncertain sign that dealers from the South-east have made their appearance. No Corean ginseng is exported in foreign vessels; owing to the high duty to which it is liable, it is, I fear, chiefly smuggled away in junks.

But it is not only the growth of Hun-chun that is to be dreaded. There are grounds for believing that if Teng-huang-cheng maintains its old importance, its trade will eventually revert to Ta-ku-shan. Ta-ku-shan is the most eastern Chinese port on the Yellow Sea, and is about forty miles distant from Teng-huang-cheng. It is situated at the mouth of the Yang-ho, a short and impetuous mountain stream; but thirty miles east of the Yang-ho is the mouth of the Ya-lu. The change which has recently taken place is to be attributed to the greater wealth and commercial prosperity of this town, and of Moukden affording the dealers better facilities for the disposal of their Corean wares—to the portable character of these wares—to the large selection of imports offered at Ying-tzu and at the latter city—and to the economy arising from their conveyance here being effected by foreign vessels counterbalancing the cost of 150 miles of land carriage.

At present the Western or Chinese half of the Ya-lu valley is inhabited by hardy but somewhat lawless settlers, who mainly support existence by felling timber. They float it to the mouth of the Ya-lu, whence the junks of Ta-ku-shan ship it to Shan-tung and to Chih-li. But the valley of the Ya-lu possesses a great superiority over Northern Manchuria, and over those narrow ravines and sterile slopes which are the distinguishing features of the more south-western portions of Ting-tun. Though of little width near the sea, it higher up expands into a wide and level plain, from which the peaks of Shan-alin ward off those bitter north winds that accelerate winter in Kirin and in Tsi-tsi-har. As years pass on, and as the forests are cleared away, and as settlers increase in number, agriculture will be resorted to, and pulse, for which the soil of the milder portions of this part of Asia is so admirably adapted, will be cultivated in large quantities. Will this pulse be shipped from Ta-ku-shan, or will it be shipped from Ying-tzu? Owing to the ancient and close relations existing between the rearers and the agents of the Shan-tung weavers, and doubtless also to the short time occupied by the voyage, even silk cocoons, precious and portable as they are, are still forwarded in junks to Che-foo; and the actual currents of traffic on the whole demonstrate that whilst the conveyance to the port of discharge in foreign vessels merely just compensates for an expensive and tedious land transport of articles that are light in proportion to their value, it is far more economical to ship heavy and cumbrous commodities in junks from an adjacent port, than in foreign vessels from a distant one lying at the other end of the province, and on the other side of a range of mountains. We are therefore fairly justified in assuming that Ta-ku-shan will not forfeit the advantages to which it is entitled by its position, as the natural outlet of the products of the Ya-lu valley; and if it be from Ta-ku-shan that the pulse is exported, it is most assuredly to Ta-ku-shan that the equivalent proportion of imports will return. Not only would a remunerative export freight be too exorbitant

if the junks were to come back in ballast, but even now the squatters and farmers who resort to these southern ports are paid, in various commodities of which they may stand in need, for nine-tenths of the value of their wood and of their pulse; and the seaboard dealers too highly appreciate the double profit that accrues to them, to allow of a change of system. When Ta-ku-shan thus becomes the centre of a great export and of a great import trade, it will present to the merchants of the neighbouring city that large selection and those facilities the absence of which has now induced them to desert to the North. The superiority which Ying-tzu and Moukden must still retain will be neutralized by the proximity of their Southern rival; and the Gulf of Liao-tung will be forced to restore to the Yellow Sea the commerce of which she has robbed her.

The import trade of Ying-tzu will probably advance until it equals the export trade in value. But there the advance will be arrested farther, and no great development of the export trade can be anticipated. So far as it is possible to form an opinion to-day, there is but little prospect of shipments of coal or of silk ever proving remunerative; few producing districts that are likely to send produce to Ying-tzu are not now doing so; and after all, the extent to which, in a certain area, a large demand and high prices can stimulate cultivation is but limited.

If a dense and industrious population vanquishes an arctic climate, and extorts unlooked-for treasures from the inclement regions of the North; if the woods of the sheltered plain through which the Ya-lu flows are swept away, and other and more useful fruits are gathered from its soil; and if an improved civilization develops the resources of the secluded country to the South,—they will each find nearer and more convenient channels for disposing of their superfluous wealth, and for satisfying the wants which the possession of it will create.

(Signed)

A. MACPHERSON,

To Robert Hart, Esq.,

Commissioner of Customs.

Inspector-General of Customs.

Report on the Trade at the Port of Tien-tsin for the Year 1865.

Office of Maritime Customs,

Tien-tsin, January 31, 1866.

Sir,

BUSINESS of importance taking me away from Tientsin before the final close of the port, I am prevented from entering very minutely into the state of trade for the year 1865, as compared with that of 1864, the accounts for the year then not having been completed. I will, however, endeavour to furnish such data as may enable the reader to form a tolerably correct idea of its progress and development.

An accurate estimate of the trade of the port of Tientsin and of its value to the foreigner, can only be obtained by a comparison of the present with the past three or four years. The Foreign Inspectorate has been established now nearly four years, and careful record has been kept during that period of the several imports and exports passed through the Office of Foreign Customs. By reference to them, therefore, we shall observe the yearly fluctuations in the market, and be enabled to deduce much useful and varied information. I propose to look back over the returns for 1862 to 1864, and form a comparative table for the import of opium and cotton piece goods,—articles in which foreigners are mostly interested. In the following Table I make no distinction between those imported from foreign or native ports, but include them all under one heading :—

Goods.	1861.	1862.	1863.	1864.	1865.
Grey shirtings ... Pieces ...	891,468	465,837	86,151	164,359	615,899
White shirtings ... " ...	199,762	119,902	30,257	72,135	124,907
Dyed shirtings ... " ...	49,090	80,371	964	14,948	18,860
White spots and brocades ... " ...	103,165	108,246	4,897	13,139	24,897
T-cloths, 24 yards ... " ...	160,596	169,277	21,599	36,520	65,884
Drills, American ... " ...	92,615	56,076	3,705	1,940	3,580
Turkey red cambrics ... " ...	2,896	7,525	18,000	6,860	19,177
Lastings ... " ...	4,472	717	797	2,322	2,648
Lastings, imitation ... " ...	...	...	142	10,185	9,401
Long ells ... " ...	2,907	3,210	3,496	1,345	540
Spanish stripes ... " ...	1,726	3,043	1,326	6,910	6,290
Camlets, English ... " ...	2,775	4,326	3,042	4,661	10,297
Malwa ... " Piculs ...	1,482 0	3,369 0	3,571 49	2,674 0	4,349 50
Estna ... " ...	...	268 80	63 6	152 64	717 63
Beauvres ... " ...	...	...	...	9 60	364 40
Turkey ... " ...	...	...	...	...	18 46
Persian ... " ...	...	...	...	...	108 50
Prepared opium ... " ...	...	84 0	95 59	42 92	66 18½
Native opium ... " ...	...	...	15 81	...	...

We see by the foregoing that the demand for cotton manufactures after the first year, 1861, rapidly declined, until in 1863 it reached its minimum, the single article of grey shirtings showing a difference of upwards of 800,000 pieces. From 1863 until the present its increase has been almost as rapid as its previous decline, and we have every reason to expect a still further advance. The present price of foreign piece goods, although much lower than in 1864, still prevents the lower class of Chinese from becoming purchasers. To the American war, and consequent scarcity of cotton, must doubtless be attributed this great falling off during the years 1863 and 1864, as we find that on the cessation of active hostilities in America the consumption of grey shirtings is tripled, and that of white shirtings is largely increased, as is seen by comparing the years 1864 and 1865. But this trade, although it has reached its present dimensions, is of little value to the foreign merchant, so long as it is carried on on its present system. Tientsin, although one of the largest consuming ports for foreign manufactures in China, receives nearly all its supplies from Shanghai. The Chinese merchant is therefore in the habit of proceeding direct to Shanghai to purchase his stock, thereby escaping the extra charges necessarily made by the foreign agent in Tientsin, and is in this manner enabled to undersell his foreign competitor. Should a direct trade, however, be opened with Europe, this might be obviated, with evident benefit to both foreigner and Chinaman, as it would enable the former to supply the market of the latter with foreign produce at a lower rate than the same could be purchased at Shanghai. Compare the consumption of cotton goods at Tientsin in 1864, with that at several of the other ports, and the result will be found very favourable to the former.

Goods.	Shanghai.	Canton.	Swatow.	Amoy.	Foo-chow.	Tieu-tsin.
Grey shirtings ... Pieces ...	550,391	44,216	20,986	24,972	47,627	164,359
White shirtings ... " ...	212,266	42,376	5,367	13,602	16,162	72,135
Dyed shirtings ... " ...	72,735	14,457	2,700	5,154	2,555	14,948
T-cloths, 24 yards ... " ...	171,340	22,352	7,000	2,334	57,989	36,520
Turkey red cloth ... " ...	15,685	192	910	6,390	4,086	6,840

Of the 550,391 pieces of grey shirtings imported into Shanghai, no less than 163,000 were re-exported to Tientsin, 39,000 to Chefoo, 33 to Kiukiang, and nearly 149,000 to Hankow.

The above is sufficient to show the importance of Tientsin as a consumer of foreign manufactures, and to justify me in arriving at the conclusion that a direct trade could be carried on with Europe with benefit to all parties interested. Vessels of from 200 to 300 tons might be employed, and, if drawing less than 11 feet water, might come direct to

Tsze-chu-lin, and discharge their contents at the very godowns of the merchants. These vessels might be induced to make Takoo their final destination, at a very little increased rate of freight over and above that which they would require if only bound to Shanghai. Merchandise thus brought into the market would avoid the heavy charges of coast freight, &c.

The great increase in the import of opium may be attributed to the effect of an Imperial edict, promulgated early in 1865, forbidding the growth and cultivation of the poppy in China. This edict, although it is not likely to entirely do away with the native drug, will go far towards reducing its quantity. Latterly, the cultivation of the poppy has been carried on to so great an extent, that the production of wheat, corn, &c., has suffered severely.

The foreign metals, needles, and matches imported into Tien-tsin during 1865, compare as follows with 1863 and 1864:—

Goods.	1863.	1864.	1865.
Lead Piculs . .	1,735 43	5,802 7	13,192 4
Iron, manufactured . .	..	1 55	200 0
Steel " . .	451 72	3,714 10	4,049 26
Quicksilver	..	221 87	237 06
Tin " . .	86 78	157 50	1,284 20
Tin plates	715 20	983 36	3,510 23
Needles Pieces	20,545,000	141,563,000	309,575,000
Matches Gross	131,263	40,973	52,257

The great increase in lead, tin plates and tin may be observed. The consumption of needles is worthy of comment. In 1861 and 1862 the import was small, but since then it has increased to an astonishing extent. These needles find their way in large quantities to the Corea, bartered away in exchange for ginseng, and other Korean produce. The Chinese needle is made by the hand, and is consequently very rude and ill adapted for use. This trade has been found very remunerative. The remaining important articles of import, all native produce, are as follow:—

Goods.	1863.	1864.	1865.
Hemp Piculs . .	138 40	463 36	648 24
Paper, 1st quality . .	13,745 51	7,248 74	13,366 97
Ditto, 2nd quality . .	28,531 49	13,209 29	12,473 94
Sugar, brown	21,367 4	87,315 0	70,920 39
Ditto, white	19,822 17	64,413 0	78,608 38
Tea, black	14,635 23	9,573 66	7,953 41
Ditto, green	39 20	248 13	268 43
Brick tea	12,197 53	12,035 44	12,359 16
Silk piece goods . .	755 26	1,345 76	1,443 46
Silk ribbons	137 61	535 63	436 81½

The trade in brick-tea is entirely carried on by the Russian merchant; it comes from Hankow, viâ Shanghai, packed in baskets, and is thence transported into Russia viâ Kiachta, on the backs of camels. A considerable portion is consumed in Mongolia.

At present there is no direct trade with any foreign countries excepting Japan and Siam. The latter is utterly unimportant, only one ship having found its way from Bangkok during the year 1865.

Direct communication and trade with Japan is much on the increase, as may be seen by the adjoining Table. Fifteen vessels have arrived at the port direct from Japan during the year 1865, only nine having done so in 1864.

Goods.				1864.	1865.
Seaweed .	..	..	Piculs ..	4,077 79	21,377 86
Tea dust .	..	..	..	587 9	1,192 34
Biche de mer, black	..	..	..	57 11	10 89
Ditto, white	..	..	..	119 0	326 58
Camphor .	..	..	..	381 60	25 12
Ginger ..	..	..	..	165 0	310 80
Tea, black	..	..	..	2,393 6	1,667 0

Of the above, tea dust and seaweed have been found highly remunerative,

The total value of the import trade at the port of Tien-tsin has been as follows, calculating from the establishment of the Foreign Inspectorate.

VALUE OF IMPORTS.

H. taels.				H. taels.			
1861 ..	..	..	5,014,071	1864 ..	..	..	7,645,422
1862 ..	..	..	7,095,811	1865 ..	..	..	11,852,437
1863 ..	..	..	6,275,225				

Export Trade.—The exports from Tien-tsin are, compared with the imports, very small and insignificant, both in variety and value, and I fear there is not much prospect of a large development. The province of Chihli itself, compared with others far from productive, is bounded on all sides by land equally sterile. Shansi is notorious for its poverty of soil, producing little. Mongolia, with its immense extent of almost boundless prairie, can likewise furnish scarcely anything save sheep and cattle. The adjoining province of Shantung, although considerably smaller, is far more fertile than Chihli, as is apparent from the Government Return of Land Rents and Taxes. But only a very small portion of Shantung produce finds its way seaward by the port of Tien-tsin. By far the larger part is shipped at Yentai, the open port of Tung-chang-foo, and the Chinese port of Chiao-chou to the southward of the promontory. Chihli has therefore to depend on itself for its exports, receiving little assistance from the neighbouring and inland provinces.

That portion of Chihli traversed by the Grand Canal is unquestionably the most fertile. The immense tract of country stretching from Peking to the Great Wall is nothing but a rocky waste, scarcely capable, I should imagine, of supporting its scanty population. Coal, however, is found everywhere in considerable quantities, and if properly worked would no doubt yield a large return. The bituminous coal found in the neighbourhood of Peking burns almost as well as the English coal, and the mines are of great extent; but the mode of transport (on the backs of camels), together with the primitive means employed in mining, makes this supply very limited and costly, compared with what it might be if aided by capital and science. This coal is found about sixty miles from Peking cropping out of the sides of the hills. The people in the neighbourhood and the owners of the land are very poor, quite unable to lay out any capital to improve their property. Very little of this good coal finds its way to Tien-tsin, it being too expensive. Could it be laid down at a reasonable price, I believe it would be burnt on board the several steamers that frequent the port. The heavy duty, however, levied on native coal would be a great opponent to the development of this trade,—a trade that would yield a fine revenue, and give employment to a vast number of the native population, and would moreover be the means of inducing the Chinese themselves to turn their national industry into endeavouring to open out the mineral wealth of China. The only method, by which this

great source of wealth could be really developed and turned to the benefit of the country, would be by laying out capital to a considerable extent in the construction of iron tramways, &c., for the transport of the coal, and machinery for the better working of the mines, all placed under the supervision of a competent and practical engineer. The great enemy to be contended against is water; and not having any proper means for draining it off, their excavations have not penetrated far below the surface, although horizontally their tunnelling extends to nearly two miles. Some time, I fear, will elapse before the Government will sanction such a politic step.

The principal exports from Tien-tsin may be seen by the following Table:—

Goods.		1863.	1864.	1865.
Alum, copperas.	.. Piculs ..	716 20	877 3	1,291 55
Apples and pears	.. ..	2,417 76	3,575 80	5,425 96
Dates, black ..	.. ..	5,583 34	998 0	7,102 3
Ditto, red ..	.. ..	14,851 83	3,607 30	7,557 54
Grain ..	.. ..	2,694 0	11,550 0	41,132 87
Horns, deer, young	.. Pairs ..	122½	1,578 0	3,160½
Medicine ..	.. Piculs ..	18,465 99	59,762 44	29,263 23
Seeds, melon ..	.. ..	2,926 49	818 70	1,947 55
Ditto, sesamum	.. ..	..	2,343 0	3,294 70
Soap ..	.. ..	8,628 76	5,079 65	12,792 40
Tobacco ..	.. ..	1,460 18	5,645 12	6,378 62
Cotton ..	.. ..	2,366 8	67,282 19	62,758 91

The cultivation of cotton is carried on to a considerable extent all over Chihli; it is next to impossible, however, to calculate the quantity to any exactness, and the number of piculs exported is equally difficult to estimate. Much finds its way south by native junks, and the account kept of that portion is so imperfect, that correctness could not be arrived at. So far, however, as we are able to judge from our observation, trade in cotton is likely to remunerate as an export to the southern ports of China, Indian cotton finding a market in England, instead of as formerly in Canton.

The export of grain, principally to the southern ports of Swatow and Amoy, during the year 1865, far exceeds that of 1864; a sure proof of agricultural prosperity and plenty.

Tien-tsin is one of the largest exporters of medicines of every description, scarcely a vessel leaving the port without some on board, but their value is not great considering their weight. Young deer horns from Sheng-king, and ginseng, both native and from Corea, are the most valuable, but the quantity of the latter is very inconsiderable. These generally find a market in Canton.

The article known as fan-chien or soap, finds its way southwards, in quantities varying from 7,000 to 10,000 piculs per annum. This is a kind of animal alkali or li, found on the borders of Mongolia, in the neighbourhood of Chang-chia-k'ou. It is brought down in large blocks of two piculs each on the backs of camels, each animal carrying two blocks, but it is a very imperfect substitute for foreign soap. The export of skins is very large and varied. The principal are sheep, lamb, fox, and squirrel. Sables come principally from Sheng-king and the Corea, and may be purchased in considerable numbers. The manufacture of felt is carried on at several places in the north of China. At Suen-hwa-foo there is a large establishment kept, besides others of less note. Felt is used for many purposes; for carpeting tents in Mongolia, caps, stockings, &c.

It varies much in quality, but is not to be compared to the foreign felt. The export of wool, both sheep and camel, is at present so small as to be scarcely worthy of mention. All that reaches Tien-tsin comes from Mongolia, from the neighbourhood and beyond La-ma-miao. The best camels' wool finds a market in Russia, where it is, amongst other uses, employed for padding clothes, it being considered warmer than cotton. The camels' wool exported from Tien-tsin is of a most inferior quality, dirty, and plentifully mixed with hair; its value averages about 5 taels a picul. The superior kind can be purchased in Mongolia at the rate of 10 or 11 taels per picul. Many camels are kept for the sole purpose of collecting the fleeces; the wool of those employed for travelling and carrying burdens is of little or no value. A heavy fleece of a full-grown camel will not generally exceed 5 catties in weight. They shed their fleeces in spring.

La-ma-miao and Kuei-hua-chêng are the two great trading marts for the Chinese and Mongolians. During the winter every place wears a gloomy and dismal aspect; the intense cold confines the people to their homes, and all that can get away do so to some more favoured clime. Early in spring, however, everything bursts into life. Merchants come from all parts to traffic. Foreign and country goods are bartered away for sheep, cattle, wools, &c. Brick tea is in great demand, being far more sought after than money. Money is of little value to the Mongols: their wants are few and easily supplied, being sparing and frugal in the extreme, and, like most pastoral people, care little for the luxuries of life, possibly from their ignorance of them. Simple and kind in their habits and dispositions, the traveller will always find himself welcome in the poorest encampment. The encampments seldom exceed 25 persons, old and young. Their tents are of felt, of circular form, with a fire on the ground in the centre, and a hole in the roof for the smoke to escape. The dung of sheep, cattle, and horses found in the prairies is the only fuel that is to be procured in Mongolia; it gives very little heat, and emits an odour far from agreeable. In each encampment there is a certain number of Lama priests. The Mongolian, if not a soldier, is bound to a life of celibacy and priesthood, the proportion of each being fixed by law and custom.

To see Mongolia to perfection it should be visited in either spring or autumn. The climate is then magnificent, and the fine pastures are covered with countless herds of sheep and cattle. Not a tree to be seen, the eye wanders over almost unlimited space. The sky without a cloud, and the air of that peculiar pure and buoyant character so seldom met with in any part of the world. I was reminded of the high lands in Australia and California, compared to which no better climate can exist. The plain of Mongolia, I should say, is between 4,000 to 5,000 feet above the level of the sea. There are three passes into Mongolia from Tien-tsin,—one by Chang-chia-k'ou, one by Tu-shih-k'ou, and the last by Ku-pei-k'ou. Of these the first is the most easy, the second the most difficult, and the third the largest and most picturesque. At Chang-chia-k'ou, several Russians are established, carrying on a formidable trade or rather forwarding agency. The merchant who wishes to proceed to La-ma-miao from Tien-tsin always selects the Ku-pei-k'ou route, as the most direct, but should his business call him to Kwei-hwa-chêng, he would choose Ching-chia-k'ou. Either road can be travelled by cart, although in some places it is very bad and rocky. Merchandise, however, is universally carried up and down on the backs of camels. Many hundreds of these patient and useful animals may be met with every day. They travel

much by night: they are not rapid in their movements, but persevering and untiring. A strong laden camel can travel at the rate of about 60 li for several successive days. Camels are fastened one to the other by a cord passing from the pack of the leading camel to a ring through the nose of the one following in rear. In this way perhaps as many as twenty may be met with, one or two of them ridden by their keepers. A steady old camel leads the way, and the rest follow with that peculiar stealthy noiseless step that scarcely gives notice of their approach. By moonlight, if such a caravan is met with, it has a singularly ghost-like appearance. The price of camels vary from 20 to 30 taels each. Some of these animals are very vicious in their habits, and are obliged to have their mouths confined by nose bags to prevent them biting their keepers, but these are exceptions. Jê-h'o is a considerable place, about four days from Peking, and of trade second only to La-ma-miao; it is quite in the mountainous country, surrounded by mountains of various heights and peculiar shape, to several of which the Chinese attach peculiar significance, and many a legend is told of them. From La-ma-miao, Jê-h'o can be reached in about seven days; the whole distance is a gradual descent down a mountain gap, which in spring or autumn must be of great beauty. Jê-h'o is famous for the Emperor's winter palace, and for its temples, all built by the Emperor Chien-lung, said to be the finest in China, excepting the Confucian; their exterior is peculiar—a simple square of great size with flat roofs. In the one I saw there was a figure of Budh upwards of 70 feet in height, exceeding that in Peking in size, and covered with gold without a flaw, though upwards of a 100 years old. The gold was said to be nearly the thickness of a copper cash. I obtained admittance quite by accident, for generally these temples are closed to the foreigner. In winter the cold in Mongolia is so excessive, that strong spirit freezes; it has been seen hanging in icicles from a cart when a bottle chanced to be broken.

Among the exports from Mongolia, mushrooms may be noted; nearly 340 piculs left the port in 1864. They are esteemed a great delicacy, and their price is far beyond the means of the poorer classes.

The total value of the Export Trade at this port since the establishment of the foreign customs is as follows:—

VALUE of Exports, not including Treasure.

	H. taels.		H. taels.
1861	461,573	1864 . . .	1,710,786
1862	407,491	1865 . . .	1,691,961
1863	913,217		

Total value of imports and exports during the same period:—

TOTAL Value, Treasure not included.

	H. taels.		H. taels.
1861 . . .	5,475,644	1864 . . .	9,376,208
1862 . . .	7,503,302	1865 . . .	13,544,353
1863 . . .	7,188,442		

TREASURE Return.

Import of treasure during the year 1865, from Shanghai and Che-foo	Taels.
Export of treasure during the year 1865, to Shanghai, Che-foo, and Hong Kong	129,900
	3,671,641

Shipping.

The return of shipping for the last five years is very favourable, showing a steady increase since 1862, as follows:—

	Vessels.	Tons.
1861	111	26,561
1862	87	21,921
1863	134	36,276
1864	185	45,968
1865	209	60,049

Of these, in 1865, 102 were British vessels, 98 sundry, and 9 American. Of the British vessels, 67 were steamers, all either from Shanghai or Hong Kong.

General Remarks.

The disadvantages of Tien-tsin as a port of trade are few, and could be easily overcome. The bar at the entrance of the river is not a dangerous one, but the excessive lowness of the land at Taku renders it necessary to establish a lightship or beacon, of such dimensions as to be clearly visible from some considerable distance. The land from Tien-tsin to Taku, a distance of some 37 miles, is nothing but an extensive alluvial deposit, with not a hillock or mound of any description. At Taku the land is so flat as to make it very difficult for a stranger to detect the entrance to the river. There are two anchorages, an outer and an inner. The outer anchorage extends from the Customs' junk to three miles outside the bar, seaward; and the inner from Leang-chia-yuen on the south, to the Customs' jetty, Tsze-chu-lin, on the north. The river from Taku to Tien-tsin is not easily navigated, owing to its circuitous course. So excessive is this, that although the distance from Taku to Tsze-chu-lin by the road is only 34 miles, by water it is upwards of 60. Sailing vessels of or under 11 feet draught may find sufficient water, and steamers of 11 feet 6 inches draught have been known to come to the settlement almost without a check at the period of spring tides. The sailing vessels frequenting the port are generally continental, of a small handy build, averaging about 210 tons. The trade in foreign goods, so long as Shanghai is acknowledged as its emporium, must be entirely carried on by steamers. The Chinese themselves have the greatest confidence in them, and the passenger traffic is very large. The land route is almost entirely abandoned now by all the Mandarins proceeding south from Peking, and scarcely a steamer leaves the port but some official of rank takes his passage.

Another fertile cause of mischief is the large junk trade carried on between Tien-tsin and the southern ports of Swatow, Amoy, &c. The vessels employed in this trade, from their awkward build and great size, are very difficult to manage in a tideway, consequently collisions in the river during 1865 have been very frequent. Stringent regulations were drawn up by Mr. Consul Mongan, and published for the information of the British Shipping Masters; and H. E. Chung-Hou, the Superintendent of Customs, did so likewise for the Chinese junks, but the difficulties are not overcome. Active measures should be taken to secure that strict obedience be paid to these most salutary rules. Unfortunately, the port of Ko-ku, where all the southern junks discharge their cargo, is situated half-way between Taku and Tsze-chu-lin, at one of the most difficult bends

of the river, and as many as 150 large junks of great height and size arrive almost simultaneously about the end of July and beginning of August, and do not leave much before the middle of October. These vessels are sometimes moored 13 abreast, scarcely leaving room for a steamer to pass. Collisions in cases such as this cannot well be avoided, be the vessel ever so well handled. Rebellion being over now in Che-kiang province, we may expect large fleets of grain junks every year. This year, in the month of May, 40 arrived, and went crowded in a body up to Tien-tsin, anchoring in all parts of the river, making navigation both difficult and dangerous. Every year the number of these vessels is likely to increase, and if the same system be continued the river will be impassable. If only a certain number at a time were allowed to enter the river for the purpose of discharging their grain, all this might be obviated. Formerly, before the Yellow River had burst through its barriers, and when the Grand Canal was in good order the whole way from Chinkiang to Tien-tsin, all the southern grain junks found their way by the inland route. Now the Grand Canal is no longer of the use for which it was at first intended, and in future all grain from the south must pass inwards by the sea route. Although this great work is in such a sadly dilapidated state, still it is the real cause of Tien-tsin being such an important port. At no other port in China, if we except Shanghai and possibly Canton, is the water communication with the interior so good as at Tien-tsin; up to the month of June the canal is very shallow, passable only for small boats, but when the Yellow River is swollen, and overflowing with the melting of the snows in Thibet, meets with its tributary the canal at Chang-chiu, in Shantung, the stream rapidly increases, until it is deep enough in the month of July for large weight-carrying junks to proceed far away into the interior. The whole distance from Tien-tsin to Lin-tsing, 1000 li, is then covered with numbers of native craft of all sizes, tracked against the stream, laden with foreign goods and southern produce. From Lin-tsing the Wei-h'o meets the canal, and connects it with Ta-ming-foo and Honan. It is thus that the great Provinces of Honan, Shansi, and Shensi are supplied, as also the inland portion of Shantung, Tse-nan-foo, and Tung-chang-foo. This is the real cause why Tien-tsin is likely to be possibly the greatest consumer of foreign manufactures in China, as soon as the price of goods is cheap enough for the poorer classes to purchase.

The export of raw cotton, if it continues as it has begun, will also be a great source of prosperity to Chihli and to Tien-tsin, as it will put money into the hands of the poor agricultural labourer, and enable him to purchase in return the manufactured article.

The closing of the port during the winter months may be looked on as one of the greatest disadvantages, and much the more so as it is beyond human skill to surmount. The river, since we have been acquainted with it, freezes over at Taku about the 10th December, and re-opens about the 10th or 11th March. The river at Tsze-chu-lin is impassable for cargo boats possibly 10 days earlier. During these three months the mail reaches Tien-tsin with great uncertainty, as few steamers visit Che-foo, our nearest port of communication during the winter. If a direct line was opened between Chin-kiang and Tien-tsin by land, then there is no reason why the mail should not be delivered every fortnight even in the midst of winter. The distance from Chin-kiang to Tien-tsin can under ordinary circumstances be traversed in 18 days; if, therefore, the mail was forwarded direct to some agent at Chin-kiang from Shanghai, the rest would be easy. This latter route also, would not be so likely to be blocked up with snow,

—the snow falling far more heavily in the Shantung Promontory than it does farther inland.

I am, &c.

(Signed)

WM. BAKER,

Acting Commissioner of Customs.

To Robert Hart, Esq.,

Inspector-General of Customs.

Report on the Trade at the Port of Che-foo for the Year 1865.

Office of Maritime Customs,

Che-foo, January 31, 1866.

Sir,

I HAVE the honour to address to you the following remarks on the trade of this port during 1865. The following figures will show its value as compared with that for 1864:—

IMPORTS.

	1865.	1864.
	Taels.	Taels.
Value of goods imported from foreign countries, less re-exports, and exclusive of opium and treasure ..	800,274	676,417
Value of opium imported from foreign countries, less re-exports.. ..	51,376	265,104
Value of foreign goods imported from Chinese ports, less re-exports, and exclusive of opium and treasure ..	972,835	385,027
Value of opium imported from Chinese ports, less re-exports	1,518,423	516,042
Value of native goods imported from Chinese ports less re-exports.. ..	1,178,482	1,465,530
	4,521,390	3,308,120

EXPORTS.

	1865.	1864.
	Taels.	Taels.
Value of native goods exported to foreign countries ..	535,065	890,147
Value of native goods exported to Chinese ports ..	1,993,941	1,868,400
	2,529,006	2,758,547

	1865.	1864.	Increase.	Decrease.
	Taels.	Taels.	Taels.	Taels.
Total imports	4,521,390	3,308,120	1,213,270	..
Total exports	2,529,006	2,758,547	..	229,541
Grand Total	7,050,396	6,066,667	1,213,270	229,541

A consideration of the above figures will show that the total value at this port during 1865, exceeded that of 1864 by nearly 1,000,000 taels, the value of imports showing an increase of about 1,200,000,—and that of exports a decrease of about 200,000 taels; such decrease having been caused by the diminished value of exports to foreign countries,—that of exports to Chinese ports being an improvement on 1864.

The object of stating separately the value of opium, is to call attention to the large increase in the import of that drug by steamers from Shanghai during the past year.

The total value of treasure imported during 1865 was 361,650 taels,

and that of treasure exported during the same period 1,209,376 taels. The returns for 1864 having reported the treasure for a portion of that year only, renders a comparison between the two years impracticable.

During 1865 464 vessels entered this port, total tonnage	150,401
And 444 vessels left	143,571
Whilst in 1864 448 vessels entered	138,884
And 452 vessels cleared	140,565
Thus in 1865 there was an increase of 16 vessels entered, and an increased tonnage of	11,517
And a decrease of 8 vessels cleared, but an increased tonnage of	3,006

	H. taels m. c. c.
The total duties collected during 1865 amounted to	243,514 1 8 2
And those collected during 1864 to	228,920 6 7 0

Showing an increase in 1865 of 14,593 5 1 2

The following comparative statement shows the increase or decrease of the principal articles of import during the year 1865:—

Description of Goods.	1865.	1864.	Increase.	Decrease.
Opium Piculs ...	2,686 35	1,401	1,285 35	...
Cotton piece goods . . . Pieces ...	247,242	112,753	134,489	...
Woollens " ...	4,972	5,681	...	709
Sugar, brown Piculs ...	129,935 73	199,486 6	...	69,550 33
" white " ...	49,785 65	68,249 46	...	18,463 81
" candy " ...	4,002 96	4,860 41	...	857 45
Seaweed " ...	41,424 42	6,658 48	34,765 94	...
Iron, bar " ...	7,855 64	7,051 45	804 19	...
" nail rod " ...	4,797 13	6,773 65	...	1,976 52
Lead " ...	9,875 15	8,398 43	1,476 72	...
Lead, white " ...	1,674 19	6,210 28	...	4,536 9
Needles Pieces ...	26,316,000	1,632,900	24,683,800	...
Sapan wood Piculs ...	21,755 18	2,839 37	18,915 81	...
Paper, 2nd quality . . . " ...	17,783 83	33,092 21	...	15,308 38
Tin " ...	1,168 35	448 58	719 77	...

The above table shows an increase in the import of opium, cotton piece goods, seaweed, bar iron, lead, tin, sapanwood, and needles; and a decrease in that of woollens, brown and white sugar, sugar candy, nail rod iron, white lead, and coarse paper.

The reason of the much increased demand for foreign opium, is stated to be the recent prohibition of the cultivation of the poppy in Shansi, in which province a large quantity of native opium has been hitherto produced.

The large increase in the import of foreign cotton goods, is stated to have partly resulted from the disturbances caused by rebels having interfered with the manufacture of native cotton goods which are largely used in this province.

There appears to be a constantly increasing demand for seaweed as an article of food in this part of China, and the trade in Japan seaweed (hitherto much used here), has been considerably effected, and seems likely to be still more so, by the introduction of seaweed shipped at the Russian ports on the coast of Manchuria from four vessels having arrived here from Poissiet and two from Vladivostock (or Port May) during the past year, bringing together nearly 18,000 piculs of that article which has been sold at a lower price than, and is said to be preferred to, that from Japan.

Foreign goods, particularly white shirtings, American drills, sapanwood, pig lead, tin, and needles, are now shipped in junks here for Corea, which will account in a great measure for the increased demand for those articles. The goods on arrival in Corea are there bartered for ginseng, timber, and paper, which form a return cargo for the junks to this port.

The decrease in the import of white and brown sugar and sugar candy, is accounted for partly by increased transit dues in this province, but more especially by the high prices resulting from the plantations in the vicinity of Swatow having been much injured by inundations and from the cultivation of the sugar cane in the neighbourhood of Amoy having been interfered with by the presence of rebels.

The large decrease in the import of white lead is accounted for by the fact that it is now manufactured in this province.

From the following statement may be seen the increase or decrease of the principal articles of export during 1865, as compared with 1864:—

Description of Goods.	1865.	1864.	Increase.	Decrease.
Bean cake, Che-foo . . . Piculs . . .	755,052 98	615,297 59	139,755 39	...
" Newchwang . . . " . . .	1,372 0	23,953 96	...	22,681 96
Cotton	19,141 92	61,805 8	...	42,663 11
Silk, pongees	341 87	183 53	157 84	...
" raw	61 85	...	61 85	...
Peas	470,471 44	651,098 77	...	180,627 33
Wheat	59,538 95	14,240 54	45,298 41	...
Medicines	6,195 83	7,942 63	...	1,746 80
Dates	24,073 75	21,529 76	3,543 99	...
Tobacco, prepared	732 11	1,765 96	...	1,033 85
Vermicelli	31,378 13	24,313 75	7,064 37	...
Melon seeds	5,768 20	1,933 94	3,834 26	...

The above table shows an increase in the export of Chefoo bean cakes, silk pongees, raw silk, dates, melon seeds, wheat, and vermicelli; and a decrease in that of Newchang bean cakes, cotton, tobacco, and medicines.

The bean cakes made at Chefoo are much superior to those from Newchang, which may account for the increased export of the former and the decrease in the export of the latter. There has been a decrease in the receipts here of peas from Newchang during the past year, which is most generally accounted for by the shortness of the crops in that part of China. A growing aversion on the part of Chinese merchants to ship peas and bean cake in foreign bottoms for Shanghai is remarked here, and large quantities are now shipped for that port in native craft. This appears to have been caused by a proclamation issued at Shanghai during 1865.

The decrease in the export of cotton is doubtless owing, in a great measure, to the recent important political events in America, by which the demand for Chinese and Indian cotton in England will have considerably lessened, besides which, Tientsin would appear to offer a better market for this article of commerce, from the less expensive nature of the transit to that port.

A considerable portion of the goods imported here is carried by junks to the Ta Tsing Ho, not far from the mouth of which river a transshipment takes place to native vessels of lighter draught, which convey them to many marts in the interior, amongst the most important of which may be mentioned Tsi-nan-fu, Tung-chang-fu, Yen-chou-fu, Tsao-chou-fu, Tung-ping-chou, and even as far as Ta-ming-fu, in the province of Chih-li.

This information has been kindly furnished by a gentleman who has recently travelled from Peking by the Grand Canal to a point south of Tung-chang-fu, with the commercial importance of which city he was much impressed, as also with the facility of water communication in and between this and adjacent provinces. Goods from the interior are also brought to this port by the means above described.

The transshipment takes place at a point near Li-tsin-hsien, about twelve miles distant from the mouth of the Ta Tsing Ho, at which

there is a Chinese custom-house levying dues, known as the Ti'eh-mên-kwan.

The rates of freight hence to the coast ports south of this, have, on the whole, been lower than during 1864. In 1865, they appear to have reached their highest point in March, April, and May, but in the three following months there was comparatively small employment for foreign vessels. Several charters of foreign vessels have been entered into by Chinese merchants here; and the remark made in the Customs report of the trade of this port during 1864, to the effect that the bulk of that trade has been in the hands of Chinese merchants, is equally applicable to the year which has passed away.

The want of rain during the summer months by which the wheat harvest was much affected, the succeeding unusually heavy rains in the autumn, by which the crops of millet and Indian corn also suffered, and the presence of Nien-Fei or local rebels in certain districts, may reasonably be supposed to have exercised an influence unfavourable to trade in this province during the past year.

Since the closing of the P'ei-Ho, cotton has been brought here from the province of Chih-li both by mules and camels, which have returned laden with sugar, shirtings, and general merchandize.

The concession made during last year by the Chinese Government, in allowing foreign vessels, having paid tonnage dues in China, to trade to the open ports in Japan, and to return within four months of such payment to any of the open ports in China without prejudice to the tonnage dues certificates, must be looked upon as particularly beneficial to this port, from its trade with, and proximity to, that country.

I have, &c.

(Signed) T. G. LUSON,

To Robert Hart, Esq.,
Inspector-General of Customs.

Acting Commissioner of Customs.

Report on the Trade at the Port of Hankow for the Year 1865.

Office of Maritime Customs,

Hankow, January 31, 1866.

Sir,

I BEG to submit for your consideration the subjoined report on trade at this port during the past year.

Imports.

The total value of the import trade of Hankow during 1865,—that of re-exports and treasures not included;—is 10,623,634 taels, of which amount 8,445,545 taels represent foreign, and 2,178,089 taels, native produce.

Treasure to the value of 1,047,934 taels, has been received here, against 3,202,950 taels exported, owing to the great improvement in the quality of the Hankow Sycee since the establishment of a Kung-ku and to the rate of exchange on Shanghai having ranged very low, at least a third of the amount exported left this during the last quarter of 1865. The high standard of our Sycee has led to much larger quantities being circulated up country, and to this may be attributed the falling off of 150,368 piculs, say 1,804,416 taels, in the importation of copper cash,—a rise in the price of this article at Chinkiang, none having been required as in 1864, for the purchase of cotton,—and a short tea crop, have also caused this decrease.

The following table shows the quantities of the principal imports during the years 1863, 1864, and 1865:

Goods.					1863.	1864.	1865.	
Camlets	..	..	..	Pieces	..	17,675	23,049	34,869
Drills	..	..	..	..	..	50,709	26,989	31,209
Lastings	..	..	..	..	..	7,507	9,568	12,563
Long ells	..	..	..	..	..	82,576	92,569	111,376
Opium	..	..	..	Piculs	..	1,466	2,018	3,485
Pepper, black	..	..	..	..	..	24,486	20,320	26,893
Seaweed, Japanese	..	..	..	..	..	80,488	115,655	62,353
Shirtings, dyed	..	..	..	Pieces	..	2,300	5,134	6,855
" figured	..	..	..	..	..	12,464	13,746	3,825
" grey	..	..	..	..	..	227,139	150,480	379,366
" white	..	..	..	..	..	57,854	39,359	60,999
Silk piece goods	..	..	..	Piculs	..	758	1,009	1,351
Spanish stripes	..	..	..	Pieces	..	23,752	22,185	20,661
Sugar	..	..	..	Piculs	..	153,353	153,486	136,793
T-cloths	..	..	..	Pieces	..	86,431	64,348	62,191

It will be seen on examining the foregoing table, that the hopes regarding the steady increase of the consumption of foreign piece goods so confidently entertained by those who had watched this port from its opening, have been fully realized. A peculiar feature of this branch of the import trade of 1865, is the purchase, by foreigners, for re-exportation to Shanghai, of about 12,000 pieces grey shirtings, consequent on the rise in the price of this article in England affecting that market. This stock was in the hands of native dealers who knew little or nothing of the operations of foreign markets and they readily parted with it as the non-credit system had had the effect of obstructing the ordinary course of trade, dealers not being willing to part with their money to purchase goods requiring some time to realize; they must necessarily yield in the end, as they were obliged to do when cotton piece goods rose in value in 1864; the previous year they had been accustomed to pay 2 taels 5 mace per piece for shirtings, of which they now take a larger supply at 4 taels, and 4 taels 5 mace. The Chinese are now using considerable quantities of cloth, more particularly the kind known as medium; in 1864, only 6,243 pieces of broad, Russian, and medium cloth were imported, whilst in 1865 this market consumed 9,842 pieces. It is worthy of notice that, notwithstanding the much higher rate of cost, the consumption of both woollen and cotton goods has increased about 50 per cent.

The demand for foreign opium is assuming yearly larger proportions; the Chinese authorities have prohibited the cultivation of the poppy in the Shansi and Sze-chuen province; first-class malwa fetched as high as 810 taels per picul in December last, the quantity on hand being very small.

The decrease in the importation of seaweed must be attributed to the large quantities brought here during 1864; at the commencement of last year stocks were reported as being very heavy.

In black pepper a brisk business has been done throughout the year at an average of 6 taels 8 mace per picul. The Sze-chuen merchants having been unable to return in time for their autumn purchases, this article did not rise in price as is usual at that period.

The importation of sugar has fallen off, as very heavy stocks were held at the end of 1864, and in consequence of supplies arriving from Sze-chuen which are offered at 3 taels per picul, whereas from 4 to 5 taels are demanded for other sugars.

Silk piece goods, chiefly from Hu-Chao in the Che-kiang province, have been in good request throughout the year, and show an increase of some 300 piculs over 1864.

Exports.

The total value of the export trade of Hankow during the past year is 12,685,231 taels, of which 2,054,694 taels were sent to Great Britain direct. Owing in a great measure to the deficient tea crop, 1865 shows a falling off of 763,082 taels as compared with 1864, and we would require to add 56,677 taels to our export values to equal the total of 1863.

Goods.		1863.	1864.	1865.
Charcoal	Piculs ..	93,113	67,614	52,510
Coal	" ..	172,262	117,419	78,978
Copper	" ..	2,814	1,789	410
Cotton	" ..	9,787	30,475	..
Fireworks	" ..	5,451	941	5,456
Fungus	" ..	4,836	7,085	7,075
Gall nuts	" ..	7,885	7,369	4,890
Grass cloth	" ..	401	1,148	1,107
Hemp	" ..	28,784	33,026	38,464
Lotus mnts	" ..	3,044	4,539	4,216
Medicine	" ..	45,635	31,616	32,232
Nankeens	" ..	548	1,115	1,940
Oil	" ..	98,295	92,952	173,796
Paper	" ..	40,457	37,070	35,345
Planks	Square feet ..	1,187,919	1,720,801	356,659
Poles	Pieces ..	935,139	1,170,526	246,962
Rhubarb	Piculs ..	8,326	9,413	5,786
Safflower	" ..	5,579	1,494	2,368
Silk, yellow	" ..	501	427	1,746
Tallow, vegetable	" ..	44,243	36,561	45,542
Tea	" ..	272,922	279,770	252,599
„ brick	" ..	32,072	12,167	14,583
„ dust	" ..	131	5,288	1,731
Tobacco, leaf	" ..	25,634	20,873	23,063
„ prepared	" ..	30,377	34,752	44,409
Varnish	" ..	1,704	2,325	3,798
Wax, vegetable	" ..	1,746	4,033	3,210

The above table will suffice to indicate the fluctuations which have taken place during the past three years in the amounts of the chief articles of export from Hankow. Regarding most of these changes I would merely remark, that it is impossible to account for them satisfactorily in the absence of reliable native information with respect to markets. As an instance of this, I need only mention the fact that native dealers complain of having sustained a loss of 30 per cent. on all their transactions in medicine during 1864, and of other markets being overstocked, yet the returns for last year show a slight increase in the quantity exported.

The decrease in the export of coal—all of which is, in fact, used by steamers running on the river—is due to an attempt on the part of native holders to exact an exorbitant price at a time when the supply was inadequate to the demand; foreign coal being just then cheap at Shanghai, whence export cargoes for the river ports were not heavy at the time, steamers took sufficient coal for the round trip, and for several months no Hankow coal was called for by these vessels. Since then, however, the energy of a French merchant at this port and his personal researches among the coal districts, have resulted in his furnishing a superior article

and in his succeeding in keeping a large stock always on hand. Although, up to the present time, the Hunan mines are not worked to any considerable depth, yet assays made by a scientific French gentleman, who lately visited this port, show that the best quality of coal contains 35 per cent. of volatile matter and 65 per cent. of coke; whilst the inferior kind yields 27 per cent. of the former and 73 per cent. of the latter. Labuan coal from an 11 feet seam, assayed in England, gave about the same results as this second quality. Hunan coal, viz., 26.44 per cent. of volatile matter; consequently, Hankow need not fear a rival from that quarter, and it is to be hoped that the establishment of gas companies at Shanghai may lead to a demand which cannot fail to give increased vigour to this important article of the export trade of this port.

The disturbed state of Yun-nan, whence our supplies are drawn, has prevented any quantity from arriving during the past year.

Our cotton market has resumed its normal state as a consumer, in lieu of an exporter, as, by reference to the returns, it will be seen that 3,504 piculs have been received from Shanghai which have been sold at about 18 taels per picul. The bulk of this business has been carried on by Chinese, generally speaking, natives of Ningpo established here.

Gall nuts show a deficiency, as compared with 1864, of some 2,500 piculs, consequent, I believe, on the overstocked state of the Shanghai market. 1,425 piculs were sent to Great Britain, against 336 piculs shipped during 1864.

Whilst the exports of oil and vegetable tallow to Chinkiang and Shanghai were limited to moderate quantities, as was the case during the first semester of 1865, these goods showed a favourable margin, but large quantities having been shipped off during the second half-year, the markets at both the above ports became glutted, followed by the natural consequences.

The quantity of planks and poles dispatched in 1864, shows a far higher figure than that of last year; 102 rafts, to say nothing of the timber carried down by junks, left this in 1864, whereas in 1865, only 26 were cleared. The manner in which this trade was carried on (*vide* Mr. Macpherson's Report on trade for 1864), was found to give rise to so many difficulties between natives and foreigners, that it has been almost entirely abandoned by the latter, and, consequently, this traffic comes but seldom under the cognizance of the foreign custom-house.

The export of rhubarb to Shanghai has fallen off considerably; it is reported that stocks are very large both at that port and in Japan. Merchants complain that the kind destined for the latter country, costing here about 4 taels per picul, labours under the disadvantage of paying nearly 32 per cent. duty; of the better qualities which are taken for America and Europe, supplies have been very short, owing to the presence of the Hui-fei in the Shensi provinces. 61 piculs 50 mace have been shipped direct to Great Britain.

Safflower, in spite of its having advanced 50 per cent. in value, has proved so remunerative, that it has increased its figure on the returns 874 piculs as compared with 1864, though it still falls far short of the quantity exported in 1863. This article, the growth of the Sze-chuen province, whence, via Hankow and Shanghai, it furnishes the dyers of China with a fine red colour, varies very considerably in cost according to quality; some being worth as much as 160 taels, some as little as 40 taels per picul.

Sze-chuen yellow silk has attained to 1,746 piculs during the past year, or four times the amount exported in 1864. The crop has been small in

the Hu-chao district, and silkmen have sold but little in this market, preferring to send their supply to Shanghae. An average price of about 280 taels per picul has ruled at this port where the first of the crop arrives in June.

It is reported that native shippers of tobacco have been losers to a large extent during the past year, due principally to the rash speculations of Cantonese buyers at long credits.

Varnish has shown a steady increase since 1863. A considerable quantity finds its way from Shanghae to Ningpo and Foochow, and Chin-kiang takes a good deal for the consumption of the Kian-su and Kiang-nan provinces.

Vegetable wax has fallen off some 800 piculs, consequent upon short arrivals from Sze-chuen; it has risen over 100 per cent. in price, being now worth 140 taels per picul.

Contrary to general expectation, the teas of last year's crop which have already arrived in England, have proved highly remunerative; it remains to be seen, however, whether later purchases, more particularly those made when news reached us in June of the reduction of 6*d.* per pound duty in England, will prove equally advantageous. The impression here, is, that had foreign merchants taken into consideration that the losses experienced in 1864 by Chinese speculators in this article, had induced most of them to withdraw their capital from this class of operations to invest in the salt trade, they would not perhaps have shown so much haste in opening the tea market of 1865; a little further delay would, it is thought, have resulted in the first chops being laid down in England at somewhat less than 2*s.* 3½*d.* per pound, which was the price actually paid. There is no doubt but that native tea dealers have every reason to be content with the result of last season's operations, and that their only regret is that the revolt of the troops at Yang-lin rendered it impossible to pick a large quantity of tea in that neighbourhood, which they were thus prevented from bringing to a good market. To this circumstance is due, in a great measure, the fact of the tea crop falling short some 27,000 piculs. During the past year 77,099 piculs were shipped direct to London,—nearly double the quantity sent in 1864, and treble that of 1863. These figures speak for themselves and need no commentary on my part to evince to the reader the advisability of this mode of conveyance.

Brick tea has augmented its figure on the returns to the extent of 2,416 piculs, as an increased demand and higher prices have reigned in the Siberian and Russian markets during the present year, more especially for black kinds. No green brick tea was, I believe, forwarded last season. At the latter end of 1864 the Russian Government prohibited the importation of brick tea by the western frontier, and this has contributed greatly to throw this trade into the hands of the agents at this port of the Kiachta merchants. They purchase the leaf, dust, &c., from the Chinese, and, by manufacturing the brick tea themselves, they are able to offer an article, equal to the native product, at a cheaper rate. Brick tea is sent hence to Tientsin, viâ Shanghae, and from the former port, overland, to the Kiachta and other markets.

Certain unfavourable circumstances have resulted in the decrease of 3,510 piculs in the export of tea dust, as compared with that of 1864.

Shipping.

59,744 tons of British shipping arrived at Hankow during 1864; the past year shows a total of 90,758, or an increase of 31,014 tons; against

62,879 tons which left here in 1864, we have 92,905 tons, or an increase of 30,026 tons, cleared in 1865. This addition to the British tonnage is represented by several voyages made by a steamer of 2,886 tons, which this year joined our river fleet, and by the arrival of 12 British sailing vessels measuring 8,641 tons against 8, whose total tonnage was 6,199 tons, in 1864; these were induced to come up here to load for London direct, in spite of the heavy expense of towage, and although the rate of freight was not much more remunerative than at Shanghai, for the sake of ensuring the quick dispatch which they could not hope for at the latter port. Those vessels, which left with the first teas, obtained from 5*l.* 10*s.* to 5*l.* 15*s.* per ton; subsequently the rate declined from 4*l.* 10*s.* to as low as 2*l.* 10*s.* One British steamer, of 204 tons, loaded here for Tientsin direct. At present only two British steamers, measuring together 2,133 tons, are running regularly between this and Shanghai, one of 610 tons extends her voyage to Ningpo.

The tonnage of American vessels which arrived at this port during 1864, was 143,649 tons, whilst in 1865 it was only 120,630 tons; the tonnage cleared at Hankow in 1864 was 150,382 tons, against 123,924 in 1865. This decrease in American tonnage is due to the fact of two steamers having been withdrawn for service on the Canton river, and to the falling off of 3,867 in American junks. Six American steamers are now running under the river pass system whose total tonnage is 4,243 tons.

224 round voyages were performed by American and British river pass steamers during the past year, bringing to Hankow 60,926 tons of cargo and 6,692 passengers, and taking away 97,050 tons of cargo and 5,551 passengers. The above figures are only approximative, as, in many instances, I have been unable, owing to changes of ownership, &c., to ascertain the exact amount of carrying performed by each steamer; nor do they include the opium, silk, or silk piece goods on which freight is not levied by the ton; these goods may be calculated as 1,000 tons more, and in the list of passengers should be computed those who pay their passages when on board the steamers, for whom a third of the totals already mentioned might be added without fear of exaggerating the actual amount of passenger traffic on the river. If we take the average of the rate of freight during the past year at 3 taels, 3 mace, and 3 candarines per ton, we find that a sum of over 526,000 taels (about 4·792 per cent. on the total value) has been paid for the carrying requirements of the import, export, and re-export trade of Hankow in 1865.

But few lorchas continue on the river owing to the average rate of freight by steamers having been very moderate, and to the regular trips of a steamer between this and Ningpo, via Shanghai, having nearly put an end to shipments by craft of the lorcha description. 21 British, 4 American, and 3 French, in all 28 lorchas, representing 3,154 tons, left this port in 1865; but in the previous year 53 vessels of this class, in all 7,585 tons, cleared from Hankow.

The junk business has also suffered from similar causes, as will be seen from the following figures:—

	Cleared in 1864.		Cleared in 1865.		Increase.		Decrease.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British junks	44	2,476	39	2,263	..	..	5	213
American ditto	73	4,864	51	3,867	..	..	22	997
French ditto	8	395	13	745	5	350	..	..

The French flag has not yet floated in these waters over larger craft than lorchas and junks, nor does it appear probable that it will do so until that nation can compete with the English in cotton manufactures to exchange for Chinese produce. The consumption of tea in France is insignificant; and as the French merchant has to pay cash—not resulting, as is the case with the English and American trader, from returns for sales of import—he prefers, in most instances, buying silk in the London market, to risking the speculation involved in purchasing in China.

About one-sixth of the total number of foreign piece goods imported during 1864 was sent to the interior under transit pass. Merchants have availed themselves of this system during 1865 to the extent of one fifth; in the latter year 177,316 pieces, against 57,300 in 1864, were transported in this manner to the inland markets. Tea of all descriptions, to the extent of 29,706 piculs, were brought last year to this port under the protection of transit passes; whilst in 1864, 56,253 piculs, and in 1863, 55,450 piculs reached here under similar conditions. This diminution is due to the unsatisfactory results of previous years' operations in contract teas, many of the principal houses declining to enter into further ventures of this nature, on the ground that they have not sufficient control over, or guarantee for, the *bona fides* of the native contractor.

Although Hankow has every reason to congratulate itself on the result of the import trade of the past year, yet we have to note many and serious drawbacks to the successful outturn of native enterprise. The unsatisfactory results of the tea speculations of 1863-64 deterred many foreign houses from undertaking operations on any extensive scale. Some of the oldest and best established firms found that two previous years of unsuccessful business had brought their affairs to an unfortunate climax, and their time-honoured names have disappeared from amongst us. Compradors were found to have been speculating to a ruinous extent, chiefly with their employers' capital, and the prices they had nominally given to obtain goods at long credits, and the sacrifices they made in order to raise funds, vitally damaged the legitimate trader. It became absolutely necessary to do away with the credit system, of which, it was fully proved, the compradors reaped the entire benefit, and the consequence was a temporary cessation of trade during the latter part of the year. This measure will, however, it is confidently anticipated, induce native capitalists to inaugurate a new system of commercial relations with foreigners: this applies more especially to Shansi dealers, who have hitherto held back, in consequence of seeing that long credits placed petty merchants on the same footing with themselves. The river Yang-tzu overflowed its banks four leagues, rendering its navigation extremely dangerous, and entailing great loss of time to the merchants from up the river, who, after making their purchases here, found it almost impossible to reach their homes, so strong was the current, and so difficult the return voyage; and many junks, filled with valuable Sze-chuen produce, were wrecked on their downward passage. To the loss of a considerable portion of the tea crop I have already alluded in my remarks on that article.

All these sinister circumstances unite to form the dark cloud which has overshadowed the native commerce of Hankow during the past year. Notwithstanding, the Revenue Returns show that had the crop of tea reached to a level with that of 1864, the duties would have exceeded those of that year—after deducting the half duty on tea, which is no longer levied—by 13,000 taels, paid on general exports shipped by Chinese merchants, into whose hands this class of operations is gradually being concentrated. This must continue to be the case until foreign merchants can come into immediate contact with original holders, and so do away with

the commissions and squeezes to which they are subjected ; thus adding so considerably to their already heavy expenses, that it is impossible for them to compete successfully with the native shipper whose charges account is but trifling.

Taking into consideration the untoward circumstances which I have recapitulated, Hankow has, I think, every right to be proud of the commercial annals of the past year, were it only for having so extensively promulgated a knowledge of the appropriateness of foreign products to the wants of a numerous inland population, thus carrying out a portion of its allotted work, as one of the outposts of European civilization. A great storm has been successfully weathered, and we have every reason to expect that a trade, which has flourished and increased during the tempest, will continue so to do during the anticipated calm of 1866. It may not be out of place to remind foreigners that here they have not yet attained the position of their countrymen in the south, but that they are still in old China, where they are comparatively little known or appreciated, excepting by a class whose interest it is to keep them isolated from the mass of the population. A closer intercourse with the natives would, I am convinced, have the beneficial effect of reconciling them to their new acquaintances, and could not but re-act favourably upon commercial relations between Chinese and foreigners.

As I write, a fresh blow is being dealt to our commercial welfare, by the appearance, almost at our gates, of Nien-fei and revolted braves, who are kept at bay by the energetic measures adopted for their reception should they venture to carry out their threat of attacking this city. It is to be hoped that, after the Chinese festivals, the robber bands will retire as usual, and the soldiers be appeased, leaving us to resume our wonted labours at, I sincerely trust, the dawn of a year of greater prosperity both for native and foreign commerce.

I am, &c.

(Signed)

RICHARD W. HALKETT,

Assistant in Charge.

To Robert Hart, Esq.,

Inspector-General of Customs.

Report on the Trade at the Port of Kiu-kiang for the Year 1865.

Office of Maritime Customs,

Kiu-kiang, January 11, 1866.

Imports.

NOTWITHSTANDING the depressed state of foreign commerce, the value of the import trade, for the year 1865, exceeds that of either of the two preceding years : thus, in 1863, the value was estimated at 3,057,568 taels ; while, in 1864, it had decreased to 3,041,100 taels ; whereas for the past year, it reaches 3,251,610 taels.

The following Table will exhibit some of the principal articles of import, with their quantities and values :—

COMPARATIVE Table of some of the Principal Articles of Import.

Description of Goods.	Classifier of Quantity.	Year 1863.		Year 1864.		Year 1865.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Camlets	Pieces	1,407	Taels m. 10,049 0	2,910	Taels m. 18,533 2	4,231	Taels m. 29,443 0
Chintzes	"	4,366	10,691 1	3,376	7,137 5	6,931	16,594 8
Handkerchiefs, cotton	Dozen	3,450	2,622 0	8,966	6,814 1	11,796	8,368 6
Lestings	Pieces	888	13,068 0	1,546	28,588 0	2,075	30,150 0
Lead	Piculs	3,862 66	23,948 5	5,611 93	27,528 4	6,797 37	29,089 0
Long ells	Pieces	9,390	78,876 0	17,160	128,700 0	16,544	124,080 0
Opium	Chests	2,033	1,077,622 0	2,201	1,111,340 1	2,481 1/2	1,666,985 7
Pepper	Piculs	6,425 34	46,819 3	3,304 41	23,217 4	6,686 51	50,148 8
Salt and dried fish, and cuttle fish	"	9,119 0	90,795 4	12,975 2	178,496 4	17,508 97	180,880 8
Sandal wood	"	1,170 17	21,648 1	1,912 90	32,954 8	6,089 6	26,791 8
Seaweed	"	90,779 25	103,896 2	26,377 7	100,232 7	33,563 96	133,293 4
Shirtings	Pieces	93,728	394,694 8	41,597	170,433 6	68,321	235,118 6
Spanish stripes	"	3,067	49,073 0	7,107	113,712 0	8,952	143,232 0
Sugar	Piculs	26,505 11	161,980 0	45,251 70	246,461 3	60,612 99	328,781 6
T-cloths	Pieces	18,150	49,005 0	25,380	63,475 0	34,614	89,996 4

From the above, it will be apparent that the import trade is steadily on the increase, and, although principally in the hands of native firms, still affords satisfactory proof of the demand that exists in the interior for foreign produce.

Opium is largely consumed; the import for the year 1864, contrasting favourably with that of Hankow, which port must necessarily have much wider districts to supply.

The provincial capital, Nan-chang-foo, and the other ports on the Poyang lake, consume the greater part of the opium imported, but a not inconsiderable portion also finds its way into the province of Ngan-hui.

Of foreign manufactures, shirtings are perhaps most in demand here, contrasting as they do favourably with the native cloth, which is not only more expensive, but is coarse in texture, and only fit for the use of the poorer classes. In 1863, the import was 93,728 pieces, value 394,694 taels, against 41,597 pieces, value 170,433 taels in 1864, and 68,321 pieces, value 235,118 in 1865. Camlets are also much in favour, the import of 1863 being 1,407 pieces, value 10,049 taels, against 2,910 pieces, value 18,533 taels in 1864, and 4,231 pieces, value 29,443 taels in 1865.

Of native produce, perhaps the most important item is salt and dried fish, which are imported in great quantities from Ning-po. In 1863 the amount received was 9,119 piculs, against 12,975 piculs in 1864, and 17,506 piculs in 1865.

Exports.

The value of the export trade for the year 1865 exceeds that of 1864, although there is a considerable deficit in the amounts exported of some of the staple commodities.

In 1863, the value of the export trade is estimated at 7,310,190 taels, against 3,132,653 taels in 1864, and 3,484,908 taels in 1865. Thus it would appear as if there were an increase over the year 1864 of 352,255 taels in favour of the past year.

It should, however be borne in mind, that at the close of 1864, there were about 130,000 packages of tea, remaining in the port unsold, which were afterwards shipped to Shanghai, during the early part of the following year.

This tea, although in reality forming part of the trade of the port for the year 1864, not being exported until the following year, was included in the trade for 1865.

COMPARATIVE Table of some of the Principal Articles of Export.

Description of Goods.	Classifier of Quantity.	Year 1863.		Year 1864.		Year 1865.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Taels m.		Taels m.		Taels m.
China ware . . .	Piculs	29,100 89	98,418 1	66,178 68	234,159 8	32,281 17	128,637 0
Grass cloth . . .	"	1,310 68	18,400 5	2,449 32	34,799 3	2,419 73	24,704 9
Hemp . . .	"	4,481 94	40,337 4	16,459 32	153,162 3	7,857 99	7,857 9
Medicines . . .	"	2,348 56	11,606 5	128 71	755 5	102 47	645 3
Paper . . .	"	121,816 9	399,013 6	71,363 70	257,046 0	42,884 89	157,173 8
Red earth . . .	"	6,008 19	15,020 4	22,210 81	5,527 0	40 32	170 0
Tallow, vegetable . . .	"	3,523 21	29,066 4	1,381 80	12,988 8	4,308 72	46,296 0
Tea, black and green	"	191,570 42	6,378,860 3	134,281 20	3,196,932 5	203,267 60	5,707,822 9
Tobacco . . .	"	18,003 27	69,492 1	14,481 57	111,174 9	19,369 89	86,743 2

Shipping.

The subjoined Table of shipping for the past three years will show that there has not been the same amount of tonnage employed upon the river during the year 1865 as during the two preceding years.

The whole of the carrying trade is now done by the steamers running regularly, to the exclusion of lorchas and sailing craft generally.

During the year 1863, 69 steamers and vessels under the Chinkiang pass entered, and 69 cleared; while the number in 1864 had decreased to 22 vessels entered, and 24 cleared; and in 1865 to 24 entered and 24 cleared.

TABLE showing the Number and Tonnage of Vessels Entered and Cleared under each Flag, during the Year 1865.

Flag and Class of Vessels.	Entered Inwards.				Cleared Outwards.			
	With Cargo.		In Ballast.		Total.			
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
BRITISH.								
Steamers under Shanghai river steamer pass	95	90,982	34	29,990	129	120,972	49	45,346
Steamers, ships, and lorchas, under Chin-kiang pass	8	1,334	11	3,770	19	5,104	11	1,725
Junks under special junk pass	..	..	5	184	5	184	4	169
Rafts	1	..	..	..	1	..	..	..
AMERICAN.								
Steamers under Shanghai river steamer pass	240	154,472	82	49,076	322	203,548	93	58,520
Ships and lorchas under Chin-kiang pass	..	..	2	145	2	145	1	22
SUNDRY.								
Ships and lorchas under Chin-kiang pass	1	150	2	122	3	272	2	250
Total	345	246,938	136	83,287	481	330,225	160	106,032
					320	224,193	480	330,225

Duties.

The total amount of duties collected during the year falls short of that of either of the years 1863 or 1864. This is owing, however, to the abolition of the half or coast trade duty which used formerly to be collected upon all tea shipped in steamers plying under the river steamer pass.

Thus, as the accompanying Table will show, the coast trade duty, which in 1863 amounted to 285,512 taels 9 mace 7 candarines 9 cash; and in 1864 to 203,239 taels 3 mace 4 cash; in the year 1865 only amounted to 47,436 taels 4 mace, 6 candarines 3 cash: whereas the export full duty paid in 1863, amounted to 579,449 taels 5 mace 4 cash; in 1864 to 423,852 taels 3 mace 5 candarines 7 cash; and in 1865 to 564,192 taels 7 mace 5 candarines 9 cash.

COMPARATIVE Table of Duties Collected.

Year.	Full Import.	Half Import.	Full Export.	Half Export.	Tonnage Dues.	Total.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
1863 ...	180 2 3 2	890 8 9 9	579,449 5 0 4	285,512 9 7 9	2,552 9 0 0	868,866 5 1 4
1864 ...	153 0 0 0	197 2 0 2	423,852 3 5 7	203,239 3 0 4	1,745 0 0 0	629,186 8 6 9
1865 ...	67 4 1 3	70 8 4 0	564,192 7 5 9	47,386 4 6 3	2,651 7 0 0	614,369 1 7 5

General Remarks.

Kiukiang, as a port of trade, has apparently many advantages in being situated so closely to the wealthy districts in the Poyang lake. Wu-ch'êng, distant from Hukow eighty miles, is the centre of the trade, both foreign and native; to this place goods arriving from the northern provinces, and intended for the south, are brought for sale: teas from Huichow and Wuyuen, in Ngan-hui, and opium and foreign goods from Kiukiang.

Were communication with Wu-ch'êng easy, the trade at Kiukiang would sensibly increase; at present, junks laden with produce are often detained at Hukow for weeks, before they can obtain a favourable wind to enable them to make any way against the strong current that sets down the river.

To remedy this evil, it has been suggested that small steamers of light draught of water, should be permitted to proceed up the lake as far as Wu-ch'êng, to tow loaded junks up to Kiukiang from thence.

The Chinese assert, that there is one objection to Kiukiang ever becoming very popular as a resort of trade, which is, that the anchorage is so insecure during the winter months, that the owners of native craft are unwilling to send their boats there.

Were it a mere question of secure anchorage and convenience for trade, Hukow would supply every want. Placed as it is at the mouth of the lake, it would be easy of access for foreign vessels, and would, at the same time, possess every facility for quick communication with the interior. Kiukiang, however, having been established as the port for now several years, hong's having been built, and an expensive settlement having been laid out, it remains but to endeavour to foster the trade as much as can be done with the resources at hand, and to make the present tardy communication with the producing districts rapid and effective.

(Signed)

FRANCIS W. WHITE,

To Robert Hart, Esq.,

Acting Commissioner of Customs.

Inspector-General of Customs.

*Report on the Trade at the Port of Chin-kiang for the Year 1865.**Office of Maritime Customs,**Chin-kiang, January 18, 1866.*

Sir,

I HAVE the honour to report to you on the trade of this port for the past year.

The results of the year's trade during 1865 contrasts favourably with those of 1864.

There has been an increase on the previous year of three times the quantities of opium, sandal-wood, and piece goods, and five times that of the sugars of all kinds imported from Shanghai. The quantities imported contrasting with the previous year, as exhibited in the annexed comparative Table, as follows:—

	1865.	1864.
Opium Piculs . .	4,910	1,716
Sandal wood „ . .	7,291	2,405
Sugars „ . .	45,000	8,310
Shirtings Pieces . .	13,437	2,913
Woollen goods „ . .	574	269

In the produce imported by the river steamers from Hankow there is an increase in wood oil of 49,960 piculs, the total quantity being 76,283 piculs; and 19,446 piculs of vegetable tallow were imported during the year, being an increase over the year 1864 of 9,402 piculs.

These figures, whilst possessing a certain importance in themselves, as exhibiting a greatly increased demand for the class of merchandize above enumerated, are the more significant in that they confirm the opinion so long held, but not hitherto realized, that Chinkiang is pre-eminently well adapted for supplying the vast districts forming the basin of the Yang-tsz River, not easily approached from the seaboard.

Chinkiang, being within 120 miles of the sea, and with flood tides making up to the port (even so far as Nankin during the winter months), is available for ships or steamers engaged in a direct trade between foreign countries and the Yang-tsz ports, which ought eventually to prove of great advantage, for by this means the already extensive and annually increasing foreign trade on the river would be greatly benefitted by dispensing with the heavy charges for storage, landing, and re-shipment now incurred at Shanghai; foreign manufactures that might be so imported direct commanding a more ready sale.

By reference to the comparative Table of the increase in the value of trade at the port of Chinkiang, it will be seen that the value of the foreign goods imported was—

	Tals.
During the year 1865	3,324,752
Against, for the year 1864	1,005,486
Showing an increase for the year of	2,319,266

This increase is mainly to be attributed to the large importation of opium. But apart from opium, other foreign goods show a considerable increase, their total value amounting for the year 1865 to 283,526 tals, against for the year 1864, 61,786 tals; whilst the increase in the value of opium over the previous year was 2,097,526 tals, the value of the whole quantity imported being 3,041,226 tals.

By keeping distinct the value of the copper cash exported (as forming *specie* rather than goods), and the value of the timber forming rafts (as not being shipped by foreign vessels, consequently not strictly appertaining to

foreign trade), from the other general imports and exports of native goods respectively, we have an increase, as shown in the comparative Table of values above alluded to, in the value of native goods imported, of 987,382 taels, and in that of goods exported of 96,096 taels over the previous year. which would not appear were those two articles severally included, and for that reason separated them in the Table referred to.

Thus the trade of this port is far from being so insignificant as it is generally presumed to be. With an import trade of nearly 5,000 chests of opium, over 7,000 piculs of sandal-wood, and 45,000 piculs of sugar annually, besides Hankow produce brought by the steamers to the extent of over 200,000 piculs dead weight during the year, benefitting them at least commercially by the freights such quantities must represent. These steamers thus bring imports to the port from both ends of their journey, both on the voyage from Shanghai and on the voyage down—a privilege not much shared in by the other intermediate port, our Kiukiang rival! These circumstances all tend to show the many natural advantages it possesses as a port, derived mainly from the local position of Chinkiang, at the intersection of the Imperial Canal, on the right bank of the Yangtze River, with its northern branch on the opposite or left bank, communicating by its various branches with a succession of wealthy cities and populous districts to the north and eastwards, and as far as the Yellow River, and even far beyond it—in fact, commanding the internal traffic of several provinces by which to distribute merchandize.

This vitality in the trade only declared itself during the spring of 1865. Nankin having been recovered and the rebellion quelled during the previous summer, the pent-up supplies of wood oil, varnish, paper, hemp, &c. were eagerly sought after, and dispatched to meet building and other requirements in such large quantities, that during the first four months so much of these goods had been received as to equal the whole importations of the previous twelvemonth, and during the remaining two-thirds of the year similar quantities arrived, so that by the end of 1865 the importations of many articles had been trebled in quantity.

This would have been the time for merchants having any interests at stake to have availed of. Business to some extent was done during the spring by them, which led to a scheme being canvassed, and which was well supported, for constructing a steamer jetty. This was very much needed here, owing to the great depth of water and an exposed shore off the settlement, forming so indifferent an anchorage that vessels are compelled, failing a buoy or hulk to go to, to cast anchor off the opposite bank of the river, to the great detriment of the resident merchants, anxious to exercise a due control over their business.

Shortly after this, a period of commercial depression was experienced at Shanghai, and much of the business here that was until then in the hands of foreigners, had to be relinquished, and all measures of public utility to be abandoned, the trade relapsing, with an exception or two, into the hands of the Chinese dealers.

The port being still divided into two anchorages, coupled with the remains of a pernicious system, introduced at a time when there was no market on the spot at Chinkiang, of selling goods deliverable at some distant inland mart (I allude to sales of Hankow produce especially), has seriously fettered business transactions, involving an unaccountably mysterious disappearance of the profits on most ventures, the surplus return sales being represented by the native broker employed to have been absorbed by various enormous inland charges levied on the road, the correctness or otherwise the foreigner has no means to verify.

Such details as the foregoing would not be deserving of mention in a

report on a port where the trade was firmly established on some permanent basis, but hitherto there have been but few signs of this being the case, so far as foreigners' share in the trade is concerned, and yet they do in this instance appear to merit place therein, whilst passing in review the port in its comparative infancy, so as to mark the various stages of its growth before attaining the more large dimensions that it is destined to witness.

Leaving aside the question of the value of Chinkiang as a place of trade, as exemplified by the statistics of trade for the past year, and whilst not begrudging to it the title of some future pretensions to importance as the available seaport of this truly majestic river the Yang-tsz, let us trace the cause of the flourishing state of the trade now being reported on for the past year, in connection with another most extensive and important trade carried on on its waters, that of the salt trade. The removing the central depôt for transshipping salt brought from the interior by Inland Canal to Kwa-chow point, opposite Chinkiang, at which place only the river junks were permitted to load from the Government warehouses, gave the great impetus to the trade of Chinkiang. Where previously there were not more than 80 junks there are now some 1,800, manned by some 30,000 Hu-peh men.

The trade is now thrown open to all Chinese who like to engage in it. The prices both of purchase and sale are fixed by Government at sufficient liberal rates to make it lucrative. But it is a long business for them, of sometimes six weeks to get up to Hankow, and they long to be allowed to get in tow of a steamer, but the evasion of their provincial Government taxes is what the authorities fear, and set the whole weight of their influence to prevent foreigners being allowed to have anything to do with salt, as it has been once for all declared by Treaty to be contraband. It is a pity that it is so persistently refused, for by mere saving of time foreign enterprise could supply them at a cheaper rate, and have the salt better refined, which would certainly be a great boon to the country people in the distant provinces. But I know, Mr. Inspector-General, that the subject has frequently had your attention, and the old monopoly abuse is now greatly remedied, you having in 1861 drawn up a Memorandum and obtained some Imperial edicts, which were published in the "North China Herald," recommending that the trade should be conducted on more liberal principles.

A broad canal for a boat anchorage is now being constructed above the settlement at the mouth of a creek leading from the back of Nankin, but stopping short about 20 li, where it is unnavigable. This will be a great convenience, and be capable of holding two or three hundred boats where previously they had no refuge or shelter.

I am, &c.

(Signed)

CHAS. A. LORD,

Acting Commissioner of Customs.

To Robert Hart, Esq.,

Inspector-General of Customs.

SPECIAL QUANTITY TABLE.

COMPARATIVE Table showing the increase or decrease on the Quantities of some of the Principal Foreign and Native Imports, for the years 1864 and 1865.

Description of Goods.	Classifier of Quantity.	1864.		1865.		Increase.	Decrease.
Imports from Shanghai:							
Opium	Piculs	...	1,716 87	...	4,910 50	3,193 83	...
Sandal wood	"	...	2,405 0	...	7,291 83	4,886 83	...
Sugar, brown, foreign	"	2,536 23	...	8,444 11	...	...	...
" white, ditto	"	...	...	2,727 50	...	...	...
" brown, native	"	3,588 18	...	20,367 27	...	...	...
" white, ditto	"	1,973 90	...	12,681 77	...	...	...
" candy	"	212 37	...	785 53	...	...	...
Total amount of sugar	"	...	8,810 68	...	45,006 18	36,695 50	...
Shirtings, grey							
" white	Pieces	...	2,050	...	9,980	7,980	...
Woollen goods—	"	...	863	...	4,457	3,594	...
Camlets	"	...	...	190	...	...	...
Medium and habit cloth	"	...	...	91	...	...	...
Long ells	"	...	...	70	...	...	...
Lustres, plain & figured	"	...	...	885	...	...	...
Spanish stripea	"	...	...	278	...	...	...
Bombazettes	"	...	...	60	...	...	...
Total of woollen goods	"	...	269	...	1,574	1,305	...
Imports from Kiu-kiang and Hankow:							
Fungus	Piculs	...	1,237 56	...	871 94	...	365 62
Hemp	"	...	8,641 41	...	9,633 58	922 17	...
Oil, wood	"	...	26,323 49	...	76,283 85	49,960 36	...
Paper, 1st quality	"	...	1,677 35	...	2,042 62	363 27	...
" 2nd ditto	"	...	11,735 38	...	1,639 62	...	10,095 76
Tallow, vegetable	"	...	10,043 87	...	19,446 39	9,402 52	...
Tobacco, leaf	"	...	6,028 10	...	8,738 43	2,710 33	...
" prepared	"	...	5,860 11	...	4,756 9	...	1,104 2
Varnish	"	...	590 68	...	617 19	25 51	...
Wax, white	"	...	224 10	...	405 75	181 65	...

SPECIAL VALUE TABLE.

COMPARATIVE Table of the value of the Import and Export Trade for years 1864 and 1865:—separating Wood, comprising Rafts, from the general Imports of native Produce; Copper Cash from the rest of the Native Exports; and Opium, from the general Imports of Foreign Goods.

	1864.		1865.		Increase.	Decrease.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Imports.—Native produce:						
General imports, native produce .	1,416,869*	...	2,404,251	...	987,382*	...
Wood, comprising rafts from Hankow	2,260,999	...	638,478	...	...	1,612,521
Treasure	405,180†	...	1,545,292	...	...	...
		4,073,048		4,590,021	...	...
Exports.—Native produce:						
General Exports, native produce	78,670	...	174,766	...	96,096	...
Copper cash	1,130,270	...	777,381	...	...	352,889
		1,208,940		952,147	...	...
Imports.—Foreign produce:						
General imports, foreign goods ...	61,786	...	288,526	...	221,740	...
Opium	943,700	...	3,041,226	...	2,097,526	...
		1,005,486		3,324,752	...	...

NOTE.—General import, native produce.—

* The increase shown consists chiefly in the item of wood oil from Hankow, which is 723,000 taels more in value than that of the quantity imported during the year 1864.

† Treasure, for six months only, during the year 1864.

*Report on the Trade at the Port of Ningpo for the Year 1865.**Office of Maritime Customs,**Ningpo, January 1, 1866.*

Sir,

I HAVE the honour to you my report on the trade of this port during the past year.

Trade at Ning-po throughout the whole of 1865 has been decidedly less prosperous and remunerative than was looked for after the largely increased business of the previous years.

On the total value of trade a decrease of 2,666,468 taels is apparent.

From the Comparative Table appended to the Returns, it will be seen that while foreign trade shows a decrease of 3,645,598 taels, coast trade exhibits an increase of 979,131 taels; clearly showing that the business of the year has resulted more favourably to the native than the foreign merchant.

The only gratifying feature in the traffic of the port, and it is one strongly indicative of steady improvement, is the greater export of tea and silk. The latter of course falls very far short of the original amount produced in the province previous to its devastation by the rebels; but the improvement indicates a feeling of security amongst the country people, to be attained only by a state of order and tranquillity.

The cause of the large export of the former staple is, that tea, hitherto supplied to the Kiukiang market, has this season found its way to Ning-po. This may be confidently expected to continue, and there can be little doubt that 1866 will see still larger quantities of Fye-chow teas shipped hence.

Let us hope, also, that the shipments may be direct to foreign countries, and that the port of Ning-po may come to be considered, so far at least as trade is concerned, something more than a mere suburb of Shanghai.

The past year has been a peculiarly unfortunate one for shipping at this port. A large number of vessels of small tonnage usually resort hither in the summer months to obtain charters to load produce at the northern ports for the south, but this season those markets have offered them no employment.

Entries and clearances compare thus,—

	1863.		1864.		1865.	
	No.	Tons.	No.	Tons.	No.	Tons.
Vessels entered	1,554	252,587	1,409	296,311	910	258,247
Vessels cleared	1,644	250,272	1,429	299,355	906	250,787

It must be remembered, however, that the two steamers plying daily between this and Shanghai, constitute the major part of the total tonnage.

Opium has altered but little in the total quantity imported, it being in 1864, 3,303 piculs against 3,379 piculs in 1865. Malwa opium has fallen of 25 per cent., while all the other kinds have increased in quantity. The taste for Persian drug seems to be extending.

The import of opium at Ning-po since the opening of the Custom-house stands as follows :—

	1861.	1862.	1863.	1864.	1865.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Malwa	1,436	1,278	2,707	3,011	2,427
Patna	72	27	56	222	536
Benares	6	..	..	8	206
Persian	..	..	..	46	188
Turkey	..	..	..	17	22

Tea exhibits an increase of 13,105 piculs, the cause of which is already mentioned. If 24,000 piculs is at all a correct estimate of the quantity of Fye-chow tea shipped, we may consider that the manufacture of the article in the places whence our market has hitherto been exclusively supplied, has not equalled that of last year, and that our most gratifying result is owing solely to accident.

Silk.—The export of this production has doubled since last year, and native merchants are of opinion that next year ought to show an equal improvement. Silk exported from Ning-po:—

			Piculs.				Piculs.
1861	..	..	6,655	1864	..	..	948
1862	..	..	1,507	1865	..	..	1,914
1863	..	..	57 63				

The trade in cotton, owing to the events in America having permitted England to supply herself from former sources, and allowed Indian cotton to be shipped to China as heretofore, as returned to its former limits. Only 33,563 piculs have been exported from Ning-po this year, against 103,201 piculs in 1864.

No direct shipments have been made to Europe this season.

At one time an opportunity presented itself of making large shipments to the south, but native holders, influenced doubtless by the speculative demand in 1864, held for too high rates.

At an early period of the season, a belief was entertained that the rice crop had suffered irretrievably, and that large supplies of foreign grain would be sought for to cover the deficiency; the result, however, has not justified these anticipations, 577,783 piculs only having been imported, against 1,911,144 piculs in 1864. There being but little rice in the place, there must necessarily be a considerable import in the first few months of 1866; there can be but little doubt, however, of the importation of this article decreasing, as the lands laid waste by the rebels continue to be again brought under cultivation. In other branches of trade of minor importance there is little change to report, and where it exists it shows to the disadvantage of 1865. Nevertheless it must not be concluded that Ningpo is retrograding. The present depression is merely the reaction naturally attendant on the feverish state of commercial activity in 1864; and as trade here has steadily improved from the commencement, so it is reasonable to suppose it will continue to advance in spite of occasional checks.

I have, &c.

(Signed)

JAS. K. LEONARD,

To Robert Hart, Esq.,

Commissioner of Customs.

Inspector-General of Customs.

Report on the Trade at the Port of Foo-chow for the Year 1865.

Office of Maritime Customs,

Foo-chow, January 31, 1866.

Sir,

I HAVE now the honour to report to you upon the trade of Foo-chow since the opening of the port to foreign trade in the year 1842.

From that period until 1855, it was little used except as a place into which opium might be smuggled with impunity. During the first few years this opium was exchanged for specie, &c., but subsequently a few cargoes of tea formed a small proportion of the returns. From the years 1856 until 1861, the tea trade continued to increase steadily and rapidly,

except during seasons 1857-58 and 1858-59. This may be seen from the following table :

Destination.	Season 1856-57.	Season 1857-58.	Season 1858-59.	Season 1859-60.	Season 1860-61.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain ..	21,396,500	21,813,300	18,227,300	26,472,500	36,507,700
Australia ..	3,735,500	2,684,200	4,376,600	5,363,700	11,797,200
United States ..	7,435,600	6,259,300	6,701,700	8,615,400	11,293,600
Continent ..	2,712,400	1,293,500	..	897,000	2,068,000
Total ..	35,280,000	32,050,300	29,305,600	41,348,600	61,666,500

In the year 1857, the occurrence of the commercial crisis in England caused a great depression in the home produce markets, while the failure of several banks, and the distrust with which many mercantile houses were regarded, curtailed the credit necessary for carrying on an extensive business in 1858-59. The falling off in the tea export during that season is thus accounted for.

Imports.

With the exception of opium, imports by foreigners were few until the year 1860, when the occupation of Hankow by the rebels caused a portion of the supplies for the provinces of Hoonan and Kiangsi, previously received through the above port, to find their way through Foochow. This transit trade was only temporary, but it probably proved very beneficial in introducing the consumption of foreign goods in this province. Since then the value of the import trade was steadily upon the increase, until the close of the year 1864. Owing, however, to the fluctuations in the price of cotton, consequent upon the American war, the demand for piece goods has varied considerably. In 1865, the value of foreign manufactures imported was little more than half the amount for the preceding year. This may be variously accounted for, and some weight should be attached to each of the following reasons :—

1. It is said that a large stock remained over, in the hands of the dealers, from their purchases in 1864, and they were consequently disinclined to buy during the following year. They were also precluded from purchasing on account of the heavy local taxes.

2. In consequence of the large production of cotton in the north, and the small demand which existed for its exportation to Europe, the natives were enabled to import nankeens at a lower price, and thus prevented foreign piece goods from possessing a remunerative value,

3. The rice crops having proved much smaller than usual, the high price of food interfered with the consumption of articles not actually required.

4. The long credit which foreign hongers in Foochow usually grant buyers, and which in some cases extends to three months, rendered most importers in Hong Kong indifferent to shipping to this port.

The following table of foreign manufactures imported into Foochow has been collated from the yearly returns, in order to show the course of the trade since the establishment of the foreign customs on the 14th of July, 1861. Owing to the lax manner in which the native authorities collected the import duties prior to that date, it has been found impossible to obtain reliable statistics relative to preceding years.

Description of Goods.	July 14, to Dec. 31, 1861.		1862.		1863.		1864.		1865.	
	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.
Shirtings, grey ..	29,360	Dollars. 58,720	41,492	Dollars. 120,233	71,437	Dollars. 299,222	47,685	Dollars. 207,430	44,613	Dollars. 178,448
" white ..	4,862	13,127	7,285	23,401	7,453	48,941	16,182	76,745	6,393	38,358
T-cloths, grey ..	93,334	127,335	130,330	277,009	35,375	114,919	57,989	217,459	17,166	60,081
American drills ..	22,950	78,030	6,046	23,944	18	121	16	112	120	960
Spanish stripes ..	1,075	22,978	3,708	80,484	5,506	111,581	4,674	97,906	3,382	66,452
Long ells ..	1,419	12,771	2,186	26,020	7,184	66,500	5,403	51,058	1,538	18,456
Camlets ..	617	24,462	2,350	44,787	3,152	60,849	3,201	56,034	2,958	62,611
Other foreign manufactures ..	..	27,896	..	95,290	..	219,891	..	305,089	..	298,811
Total value ..	..	365,319	..	691,168	..	922,024	..	1,011,833	..	724,177

The import of opium also has fallen off considerably in the year 1865, owing to heavy local exactions. Malwa was formerly preferred, but there is now a readier sale for Patna and Benares. The following Table shows the import of opium since July 14, 1861:—

Description of Goods.	July 14, to Dec. 31, 1861.		1862.		1863.		1864.		1865.	
	Chests.	Value.	Chests.	Value.	Chests.	Value.	Chests.	Value.	Chests.	Value.
Malwa	2,746½	Dollars. 1,922,550	5,992	4,573,316	5,152½	3,996,859	3,900	2,858,700	1,919	1,516,900
Patna	425	352,750	1,122	900,200	1,218	945,883	1,978	1,150,318	1,966½	1,036,397
Benares	41	34,440	178	135,875	136	109,682	475	266,000	1,013	565,756
Persian	..	..	..	..	4	2,600	128	72,320	343	193,311
Total	3,212½	2,309,740	7,292	5,789,391	6,510½	5,054,824	6,481	4,347,338	5,241½	3,312,364

The subjoined Table relates to the import of Metals :

Description of Goods.	July 14, to Dec. 31, 1861.		1862.		1863.		1864.		1865.	
	Piculs.	Value.	Piculs.	Value.	Piculs.	Value.	Piculs.	Value.	Piculs.	Value.
Lead	30,741	Dollars. 276,674	45,190	384,023	43,186	333,054	35,780	232,570	36,686	244,845
Tin plates ..	222	1,995	1,482	13,894	1,026	7,179	1,309	8,836	1,512	13,607
Other metals ..	..	4,560	..	32,995	..	57,088	..	21,569	..	46,945
Total value ..	..	283,229	..	430,912	..	397,321	..	262,975	..	305,397

The following is a summary of the values in the three preceding tables :—

Description of Goods.	July to December, 1861.	1862.	1863.	1864.	1865.
	Value.	Value.	Value.	Value.	Value.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Foreign manufactures ..	365,319	691,168	922,024	1,011,833	724,177
Opium	2,309,740	5,789,391	5,054,824	4,347,338	3,312,364
Metals	283,229	430,912	397,321	262,975	305,397
Total value ..	2,958,288	6,911,471	6,374,169	5,622,146	4,341,938

Imports from Hong Kong.—The direct imports into Foochow from foreign countries are small, opium and foreign goods being generally transmitted through Hong Kong. Thence, also, much valuable produce is received from the south of China and the Straits. This trade is, with the exception of rice, almost entirely carried on by natives, who, however, usually import in foreign vessels. The following is a statement of the principal imports of native origin during the years 1864 and 1865 :—

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Rice	8,184	28,647	100,216	325,701
Sugar	13,739	128,932	21,129	140,885
Tobacco	3,182	69,938	2,108	54,339
Pepper	2,037	20,522	3,950	36,093
Silk, raw and manufactured ..	..	161,847	..	274,055
Vermilion	..	..	312	33,244

During the year 1865, goods of foreign origin to the value of 941,949 dollars were imported by Chinese. This amount, added to 911,573 dollars,—the value of Chinese products,—gives a total of 1,853,522 dollars, against 1,132,241 dollars in 1864. There has been a great increase in this branch of the trade during the year 1865, and several new commodities have been introduced which will probably lead to still larger importations.

Imports from Swatow.—During the year 1864 these amounted in value to 3,826 dollars only. It is, however, satisfactory to find that in 1865 they rose to 50,661 dollars, and this may probably be accepted as a sign of the commencement of a permanent trade. The following table shows the chief articles imported from Swatow during the past two years :—

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Betel leaf	556	3,333	547	3,829
Potato flour	..	..	1,839	9,196
Sugar	..	..	4,024	24,987
Total	556	3,333	6,410	38,012

Imports from Amoy.—From the following statistics it will be seen that this trade also is in its infancy. The value in the year 1864 was 27,196 dollars, and in 1865 118,278 dollars.

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Potato flour	..	..	4,090	20,450
Glass ware	..	..	453	27,169
Sugar	76	1,140	4,410	37,233
Rice	2,245	7,507	..	..
Total	2,321	8,647	8,953	84,852

Imports from Ningpo.—Are principally cotton, euttle fish, and nankeens. Many descriptions of goods are, however, transmitted through Ningpo from the Yang-tze and northern ports, and from Japan. These are tobacco, wax, silk piece goods, &c. The trade shows a falling off during the past year, the value being only 117,217 dollars, against 214,689 dollars in 1864. This was perhaps caused by the increase in direct imports from the north.

Imports from Shanghai.—The productions of Shanghai imported into Foochow are chiefly cotton, nankeens, and silk, but that place serves to a much greater extent than Ningpo as an entrepôt for the produce of the north, the interior, and Japan. The following table shows the import of the above-mentioned articles during the years 1864 and 1865.

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Cotton	4,044	165,135	5,183	129,583
Nankeens	26,322	1,316,093	25,979	1,290,969
Silk, raw	109	62,614	24	15,718
„ manufactured	174	254,457	115	58,657
Total	30,649	1,738,299	31,301	1,494,927

Of goods imported from other places through Shanghai, the chief have been as follows:—

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Peas	2,255	6,765	4,585	18,340
Rice	..	..	6,478	21,055
Bean cake	4,023	9,051	13,878	38,163
Tobacco	3,932	116,172	7,294	218,405

The total value of imports of all kinds from Shanghai during the year 1865, was 1,976,625 dollars, against 2,055,840 dollars in 1864.

Imports from Che-foo.—Are principally tobacco, cotton, wheat, peas, bean cake, and bean oil. The following Table of the chief imports during the years 1864 and 1865, will show that this trade progresses favourably.

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Tobacco	653	19,577	1,016	30,471
Cotton	265	1,900	1,226	30,652
Wheat	1,640	4,919	5,649	22,594
Peas	4,559	13,677	43,245	172,980
Bean cake	7,731	17,394	23,968	65,913
Bean and pea oil	6,060	48,482	8,411	115,699

The total value of imports from Che-foo in 1864 was 194,161 dollars, against 514,693 dollars in 1865.

Imports from Tien-tsin.—The principal articles imported from Tien-tsin are tobacco, snuff, and cotton, the demand for which commodities increased considerably during the past year, as may be seen from the following statement :—

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Tobacco	938	28,127	1,444	43,334
Snuff	..	..	98	19,640
Cotton	..	..	1,519	37,985

The total value of imports during 1864 was 72,813 dollars, against 195,565 dollars, the value in 1865.

Imports from Newchwang.—The chief direct imports during the past two years have been as follows :—

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Peas	21,488	64,465	17,191	68,765
Bean oil	..	..	3,816	53,424
Bean cake	15,403	34,656	33,188	91,266

The total value of imports from Newchwang during the year 1864, amounted to 112,466 dollars, against 213,455 dollars, the value in 1865.

Imports from Formosa.—This trade is as yet undeveloped, but would increase were greater facilities for communication in existence. The principal imports at present are coal and rice, but in time of dearth the export from Formosa of the latter commodity is prevented by the native authorities. Keelung coal is brought over almost exclusively for the use of coasting steamers. It is well adapted for steam purposes, and although it burns rather quickly, could, if subject to the same duty, compete readily with the coal imported from England or Australia. The present export and coast duties on Formosan coal amount to nearly 1.50 dollars per ton while upon foreign coal 7 cents only is charged.

There has been a diminution in the imports from Shanghae during the year 1865, as already stated. This was caused both by the importation from Hong Kong of a larger quantity of silk piece goods than formerly and by the increase in direct shipments from the northern ports.

It has been already stated that the value of the principal foreign

imports during the year 1865 was 4,341,938 dollars against 5,622,146 dollars in 1864. This serious deficit is however almost counterbalanced by the improvement apparent in that branch of the import trade, which is carried on by natives in goods of Chinese origin, of which the following is a summary, as regards value.

Ports of Clearance.	1864.	1865.
	Value.	Value.
	Dollars.	Dollars.
Hong Kong	878,882	911,573
Swatow	3,826	50,661
Amoy	27,196	118,278
Ningpo	214,689	117,287
Shanghai	2,055,840	1,976,625
Che-foo	194,161	514,693
Tien-tsin	72,813	195,565
Newchwang	112,446	215,455
Formosa	76,817	69,118
Total value	3,636,670	4,167,255

It is satisfactory to observe that the direct trade with Hong Kong, Swatow, Amoy, Tien-tsin, and Newchwang, has increased greatly during the year 1865, and that it promises to improve still further.

Exports.

Tea.—This is the most valuable produce of Foo-chow. A small portion is sent coastwise, but far the greater quantity is shipped direct to foreign countries. Considerable shipments are made through Hong Kong, to Australia, America, and India. It is said that in preparing teas for foreign consumption, the same care is not now taken that was expended upon it during the earlier days of the port. This may be accounted for by the much larger quantity which has now to be prepared, and the ready market which all kinds have found during the past few years.

The new tea begins to arrive in the month of May, and of late years so active has been the demand, that by the end of the following January little has remained unsold. To compare the seasons accurately it is therefore necessary to consider them as beginning on about the 20th of May. The following statistics of the export to foreign countries have been prepared in this manner, and show the progress of the trade since the opening of the foreign Customs.

Destination.	Season 1861-62.	Season 1862-63.	Season 1863-64.	Season 1864-65. .	Season 1865-66.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain ..	35,417,650	45,002,481	46,152,936	45,248,390	44,000,000
British Channel, for orders ..	2,497,444	2,410,130	969,616	334,036	2,681,166
United States ..	7,215,010	227,930	6,966,702	4,763,830	6,206,910
Australia ..	8,094,944	2,352,405	8,037,750	9,127,246	9,735,272
Hong Kong ..	2,493,385	2,323,834	1,841,294	3,478,414	2,921,688
Total ..	55,718,433	52,316,780	63,968,298	62,951,916	65,545,036

The export to Great Britain for season 1865-66 is an estimated amount as some teas still await shipment. The figures may, however, be

relied upon as within a few thousand pounds of what the actual quantity will prove.

The class of tea most in request for England is Congou. A large quantity of Souchong is also required, and a smaller quantity of Oolung. The bulk of the scented and green teas and some flowery Pekoe, are also exported to England. The last named variety was formerly much in demand for consumption on the continent of Europe, but has during the last four years gradually passed out of favour, and has consequently declined in value 50 per cent.

For the continent of Europe the cargoes consist chiefly of Souchong and Congou; the vessels being generally cleared for one of the English Channel ports, where they receive orders to proceed to their ultimate destinations.

For Australia it is not usual to have more than one shipper of tea in one vessel, and the name of the ship is usually printed upon the labels of the chests. The packages are required to be of certain standard weights, and the tea must be of an uniform quality. To ensure the latter it is usual to mix and re-pack the tea in Foo-chow. Congou is chiefly used, and the quality is always inferior. A few coarse scented teas are also shipped.

Three-fourths of the tea shipped to America consist of Oolung, and the remaining one-fourth, chiefly of Congou and Souchong. A few green teas also are exported to the States.

The names of the districts in which the principal teas used for foreign consumption are grown, may not here be out of place. Elsewhere will be found a few particulars regarding the geographical positions of those and other localities. Fu-ning-fu produces Congou and flowery Pekoe. A tea is also grown in this district from which either green tea or scented orange Pekoe can be manufactured. The finest Congou and Souchong are brought from Chien ning-fu and Shao-woo-fu. In the former prefecture is Wang-k'eng, celebrated for its Souchong; on the borders of these two districts is Kaisow, which has given its name to Foo-chow Congous as a class. The northern half of Yen-ping-fu produces Congou, and the southern half Oolung. Latterly a considerable quantity of Oolung has been prepared as Congou, and is much liked in England, on account of its strength. The tea plants in this part of the province are best suited for Oolung, although the chief difference between Oolung and Congou lies in the manufacture, not in the plant. The Sha-yun country is situated in this district, and is much esteemed for its production of Oolung. From Ting-chou-fu in the west, but little tea comes to Foochow, as a high range of hills shuts off the greater part of that place from water communications with the River Min. The district is drained by the Han, which debouches at Swatow. On its northern boundary Foo-chow-fu produces Congou, flowery Pekoe, and a kind suitable for green, or orange Pekoe. The southern central districts, Lung-yen-chou and Yung-chun-chou, produce Ning-yongs, which are of the same class as, but inferior to Oolungs, and much of the tea which finds its way to Amoy.

Timber.—The supply of wood, chiefly pine, is obtained from Chien-ning-fu, Yen-ping-fu, Yeng-chun-chou, and Foo-chow-fu. This is probably on account of the superior facilities which exist for transporting rafts of timber from these districts than from those higher up. This commodity in the form of poles, is exported largely to Ning-po and Shanghai. The older trees, formed into coffin planks, are also sent in considerable quantities to the northern ports, and are much esteemed. This trade affords employment to a great many foreign vessels during the north-east

monsoon, but during the south-west monsoon the greater portion of the timber is carried by junks.

Oil.—Tea oil, made from the seeds of the tea plant, is used for many purposes by the Chinese. After it ranks the description made from ground nuts. Both of these oils are prepared in Yen-ping-foo, chiefly for consumption in the province.

Fruit.—both fresh and preserved, forms an important item amongst the exports from Foo-chow. The greater portion goes to Ningpo and Shanghai. It is produced chiefly in Foo-chow-fu and Hing-hua-fu; the former place furnishing oranges and olives, and the latter principally lung-nans and lichees.

Sugar.—is produced in Chang-chow-fu and Chin-chew-fu. It is, however, sent to Amoy alone.

Bamboo.—is second only to tea in importance to the prosperity of the province. It is shipped to all the ports on the coast, either in its native state or manufactured. The young shoots are used for food in Shanghai and Ning-po, and during the autumn provides freight for several steamers. When manufactured into paper, this export becomes of still higher value.

Of this paper an immense quantity is sent to Che-foo and Tien-tsin, the trade being carried on upon a smaller scale, with Ningpo, Shanghai, and Newchwang.

Pottery.—of a coarse description is made at Nan-kuan in Fu-ning-fu, and Ts'uan-chou-fu, at which place also iron pans, for cooking and tea-firing, and iron wire, are largely manufactured, but little exported.

The following Table shows the value of the principal exports from Foo-chow to the coast ports and Hong Kong, in the years 1864 and 1865. It will be seen that in 1865 there has been an increase in the exports to all the ports with the exception of Shanghai.

Ports.	Bamboo.		Paper.		Timber.		Tea.		Fruit.	
	1864.	1865.	1864.	1865.	1864.	1865.	1864.	1865.	1864.	1865.
Newchwang ...	\$	\$	28,530	26,047	\$ 48	1,258	\$	\$	\$	\$
Tien-tsin ...	2,661	10,361	75,113	257,225	978	12,333	70,225	46,462	3,914	7,514
Che-foo ...	4,699	5,423	77,251	290,473	1,334	4,524	13,177	...	1,475	3,529
Shanghai ...	66,147	106,135	399,149	121,965	12,351	140,526	44,420	16,335	70,032	123,041
Ningpo ...	8,286	6,779	57,014	65,125	19,704	21,180	...	...	33,602	118,927
Formosa ...	...	873	170	722	335	10,999	...	...	344	592
Amoy ...	2,742	7,857	6,090	777	120	236	...	35,867	41	3,633
Swatow ...	1,353	5,454	...	290	...	...	...	26,511	...	452
Hong Kong ...	24,241	2,320	...	2,795	2,453	1,161	Foreign table:	6,025	17,313	...

The following Table shows the value in dollars of the native produce exported to Chinese ports from Foo-chow, during the years 1864 and 1865:—

Ports.	1864.	1865.
	Value.	Value.
	Dollars.	Dollars.
Newchwang	29,142	29,251
Tien-tsin	188,735	363,267
Che-foo	110,929	372,577
Shanghai	596,584	580,831
Ningpo	216,932	226,378
Formosa	19,155	44,544
Amoy	11,521	89,230
Swatow	1,794	40,087
Total value	1,173,892	1,686,165

It has been already remarked that the increase in direct imports from Che-foo, Tien-tsin, and Newchwang, caused the value of those from Shanghai to fall off in the year 1865. It will be seen that in the export trade the same cause has produced a similar result. The diminution in the value of shipments to Shanghai during the year 1865, was caused through a smaller quantity of paper having been sent there for transmission to the northern ports in that year than in 1864; the bulk of this export having been latterly sent direct to its ultimate destination.

Shipping.

Four regular coasting steamers ply between this port and Hong Kong, and are rarely diverted from that line. To Shanghai and Ningpo three small steamers run regularly, and in the fruit season others are chartered temporarily. All these vessels are under the English flag, and as they each make on an average at least two trips per month, their frequent entry into Foo-chow considerably augments the aggregate British tonnage.

Sailing vessels are chiefly employed in the foreign tea trade, a large number being also chartered for carrying timber, &c., to Shanghai and Ningpo. During the north-east monsoon, junks being unable to beat up the coast with poles, a large demand necessarily exists for foreign vessels.

The following statement shows the number and tonnage of such vessels employed in that branch of the coast trade during the years 1864 and 1865:—

Years.	Ningpo.		Shanghai.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.
1864	16	3,256	102	54,304
1865	9	3,012	82	47,505

American ships are employed almost exclusively in carrying tea to the United States. Small Continental vessels, mostly Danish and Hamburg, are much liked by the Chinese for coast trade purposes, and are also useful for Australian cargoes.

The following Tables show the number, tonnage, and destination of vessels cleared from Foo-chow with tea cargoes during the years 1864 and 1865:—

1864.

Flag.	Great Britain.		United States.		Australia.		Continent.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British ..	51	38,678	10	4,931	22	6,354	..	..	13	49,963
American ..	..	..	3	2,866	..	..	..	..	3	2,866
Sundry ..	5	1,869	2	825	8	1,863	2	728	17	5,285
Total ..	56	40,547	15	8,622	30	8,217	2	728	103	58,114

1865.

Flag.	Great Britain.		United States.		Australia.		Continent.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British ..	52	35,827	9	5,248	23	6,412	..	..	84	47,487
American ..	..	..	2	1,437	..	..	..	..	2	1,437
Sundry ..	..	..	..	..	9	2,798	..	..	9	2,798
Total ..	52	35,827	11	6,685	32	9,210	..	..	95	51,722

DUTIES.—The duties collected in Foo-chow since the opening of the foreign customs, are shown in the following comparative Table :

Flag.	1861. July to December.	1862.	1863.	1863 compared with 1862.		1864.	1864 compared with 1863.	1865.		1865 compared with 1864.
				Increase.	Decrease.			Increase.	Decrease.	
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
British ..	489,960	1,291,771	1,447,545	155,774	..	1,421,765	25,780	1,488,664	66,899	..
American ..	45,222	196,192	111,222	..	84,970	56,716	54,506	49,792	..	6,924
Sundry ..	75,949	280,798	144,907	..	135,891	122,779	22,128	99,577	..	23,202
Total ..	611,131	1,768,761	1,703,674	155,774	220,861	1,601,260	102,414	1,638,933	66,899	30,126

Transit Dues.

Lead is the only important article sent from Foo-chow into the interior by foreign merchants.

As regards tea, although foreigners advance largely to their compradores and tea-brokers for its purchase up country, it is not regarded as foreign property until delivered in Foo-chow; and the Chinese purchasers have therefore to defray all inland taxes and the expenses of the hong in the tea districts. To meet this expenditure, however, the contractors charge extra when delivering the tea to foreigners. The tea-men find that to use transit-passes for tea would bring them into disfavour with the local authorities, and those documents are therefore never applied for.

The Province.

The province of Fu-chien is divided into the following prefectures. To the north, on the sea-coast, is Fu-ning-fu; south of which, on the coast, is Fu-chou-fu; the central district lying to the west of Foo-chow is Yen-ping-fu; north of which is Chien-ning-fu; while to the west lie Shao-wu-fu and Ting-chou-fu. Lung-yen-chou and Yung-chun-chou are situated to the south of Yen-ping-fu, and east of Ting-chou-fu. Hing-hua-fu lies east of Yung-chun-fu and south of Foo-chow-fu. The two southern prefectures on the coast are T'süan-chou-fu and Chang-chou-fu. The River Min forms the highway of the province, and, together with its branches, is navigable far into the interior by small native craft. The city of Yen-ping-fu is situated in a position of the utmost importance, on account of its proximity to the main river just where a large branch joins it from the north; and as it lies below the junction of the streams which communicate with the other districts, an army in possession of this city might command the greater part of the province.

Shui-k'ou, a small town about eighty miles from Yen-ping, is below the rapids, which, farther up, both in the main river and in its tributaries, are numerous and dangerous.

The Fukien province is mountainous, and presents so many obstacles to the construction of canals and railways that they will probably never be introduced into this part of China.

In conclusion, it may be remarked that the present commercial relations of this port seem to promise an increase in its prosperity. The native authorities are always willing to uphold the interests of foreign merchants, while the latter readily conform to the existing trade regulations.

I have, &c.

(Signed) F. NEVILL MAY,
Acting Commissioner of Customs.

To Robert Hart, Esq.,
Inspector-General of Customs.

Report on the Trade at the Port of Amoy for the Year 1865.

*Office of Maritime Customs,
Amoy, January 31, 1866.*

Sir,

CONFORMABLY with your instructions, I have the honour to lay before you a Report of Trade for the year 1865.

When, a year ago, you received the Trade Returns for this port, a large portion of the neighbouring country was in a state of anarchy, and an important commercial city, Chang-chou-fu, of which Amoy was but the depôt, was in possession of the rebels. Amoy was also for a time menaced

by the Chang-maos, and kept in a constant state of alarm; business was paralysed, and all commercial enterprise was at a standstill.

My predecessor, Mr. Hughes, presented you with his Trade Report for 1864, and remarked that until the fall of Chang-chou-fu in the month of October of that year, the commercial prosperity of Amoy had been gradually on the increase for several years, and that there was reason to hope that upon the re-establishment of peace it would quickly return to its original state.

It is satisfactory to observe that this hope has to a great extent been already realized. Indeed, since the recapture in April last of Chang-chou-fu, when the rebels evacuated the adjoining districts in the province of Fu-kien, the trade of Amoy has been steadily progressive, which is shown by a comparison of the Quarterly Returns of Duties received, viz.:—

		Taels.
1st quarter.	.. ..	87,899
2nd "	.. ..	98,188
3rd "	.. ..	117,095
4th "	.. ..	168,854; or about the double of the first quarter.

I will now briefly particularize, under its various headings, the trade of this port for the past year:—

I.—Shipping and Tonnage.

In shipping and tonnage there has been a very large increase. In 1864, 681 vessels, registering 210,539 tons, entered the port, whilst in 1865 there were no less than 802 vessels, registering 276,319 tons, being an augmentation of 141 vessels, and 66,280 tons. The increase in the departures consisted of 125 vessels, registering 70,693 tons. The above figures include 265 steamers. Of these, besides the casual arrivals from the various Chinese ports, there are six which form a regular line between Hong Kong, Swatow, Amoy, and Foo-chow; three are run by the Peninsular and Oriental Company, and three by Mr. D. Lapraik. It is by these boats that all the opium arrives, as well as a considerable portion of the native produce.

The past year was an unfortunate one for two of these steamers; the "Corea" and "Chanticleer" were lost, with all on board, between Hong Kong and Swatow, in a typhoon, during the month of June. Another steamer, named the "Pootung," was confiscated by the Chinese Government, for having resorted to a non-Treaty port for the purpose of trading in arms and ammunition with the rebels.

II.—Imports.

The value of the imports amounts as under:—

	Dollars.
A. For produce arriving from foreign ports	5,870,462
B. Opium	3,060,560
C. Native produce from native ports	3,760,231
D. Foreign produce from native ports	283,481
Total	12,974,724
In 1864 the total value was	9,419,625
Making a difference in favour of 1865 of	3,555,099

Due chiefly to the large arrivals of rice (being more than five times over the quantity imported in 1864) and to the increased consumption of opium.

The following Table will give an idea of the chief articles of import:—

Denomination.	1864.	1865.	Increase.	Decrease.
Opium Piculs ..	4,774	5,156	382	..
Cotton yarn "	3,205	3,936	731	..
" goods Piecea ..	65,230	88,643	23,413	..
Cotton Piculs ..	42,415	46,377	3,962	..
Metals "	27,501	15,259	..	12,242
Bean cakes "	306,129	265,601	..	41,128
Rice: "	150,814	822,546	671,732	..
Wheat "	7,312	84,137	76,825	..
Beans and peas "	202,124	187,569	..	14,615

III.—Exports.

The value of exports is as follows:—

					Dollars.
A. Exports to foreign ports	..	..	..	..	1,606,844
B. Exports to native ports	..	..	..	..	1,092,514
Total	..	..	..	..	2,699,358
In 1864 it amounted to	..	..	..	..	3,773,811
Showing a deficit for 1865 of	..	..	..	..	1,074,453

The diminution is owing mainly to the small exportation of sugar and tea.

Subjoined is a Comparative Table of the principal articles of export during 1864-65:—

Denomination.	1864.	1865.	Increase.	Decrease.
Tea Piculs ..	53,632	43,742	..	9,890
Sugar "	128,627	51,317	..	77,350
Naukeens "	2,454	2,016	..	438
Paper "	22,249	24,808	2,859	..
Medicine "	1,959	1,609	..	350
Iron ware "	6,257	3,561	..	2,696
Tobacco, prepared	3,264	2,747	..	517
Vermicelli "	2,929	2,861	..	58
Gold leaf Pieces ..	51,495	16,523	..	35,175

IV.—Re-Exports.

					Dollars.
A. Foreign produce re-exported to foreign ports	..	..	..	..	20,663
B. Foreign produce re-exported to Chinese ports	..	..	..	..	1,100,355
C. Native produce re-exported to Chinese ports	..	..	..	..	28,279
D. Native produce re-exported to foreign ports	..	..	..	..	17,839
Total	..	..	..	..	1,225,636
In 1864 the value amounted to	..	..	..	..	774,877
Being an increase in 1865 of	..	..	..	..	450,759

V.—Total Value of Trade.

In adding up the values of imports, exports, and re-exports, the value of the entire trade of Amoy represents 16,899,718 dollars. In 1864 it reached the sum of 13,968,313 dollars; thereby showing an increase for 1865 of 2,931,403 dollars.

VI.—*Duties Collected.*

							Dollars.
In 1865 the grand total of duties collected was	..	..					471,978
In 1864	..	..	..	..	..	..	474,909
Being a decrease in 1865 of	..	..	..	..	..	..	2,931

This is caused by the delay in the exportation of tea. A considerable portion of last season's teas, contrary to what is usually the case, are only now being shipped. The large importation of rice and other merchandize, which enter free of duty, whilst they testify to the increase of trade, sufficiently explain the cause of the small deficiency in the revenue. They likewise tend to bear out the assertion, to the effect that if this neighbourhood had been in a state of peace, the money needed for the purchase of the common necessities of life, would have been employed in the purchase of other merchandize subject to duty, which would have made an increase instead of a decrease in the revenue for 1865.

VII.—*General Remarks.*

It may not be uninteresting to observe, that between the value of imports of foreign produce (excluding opium), and the value of imports and exports of native produce, there exists but little difference. It is also worthy of notice that in the port of Amoy, the Chinese merchants transact, to a great extent, their own business, without having recourse to the foreign merchant as intermediary. They appreciate more and more the advantage of employing foreign to native craft, and they learn at the same time to dispense with foreign assistance.

In spite of the manifest extension of trade, the European commercial community has a tendency to diminish. During the past year the agencies of the two largest houses of China have been suppressed.

The small sum of 59 taels, 4 mace, 2 candarines, and 5 cash, under the heading of transit dues, which does not figure amongst the duty returns for 1865, is a sufficient indication that the bulk of the trade is in the hands of the Chinese.

It is probable that the facilities offered by the Customs with regard to applications to land and ship when presented by Chinese, tends to save them both time and money.

This establishment, entering into the spirit of your instructions, affords to trade every facility compatible with the interests of the Chinese Government.

Last year a lighthouse was erected on one of the six islands called "Titan," at the entrance to this port. It is kept up at the expense of this office, and it gives general satisfaction.

Amongst the actual requirements, that most needed just now is a pier, alongside of which steamers might load and discharge. The number of steamers visiting Amoy, justifies the necessary expense, and that would, I presume, be partially met by the proprietors of the boats which run regularly between the coast ports and Hong Kong.

VIII.—*Conclusion.*

I have now merely to add that the commerce of this port, viewing the deplorable condition of the country at the end of 1864 and the beginning of 1865, can be considered on the whole as satisfactory, and may be summed up as follows:—

Value of imports ..	12,974,724	dollars, at 4s. 6d., equal to	£2,919,318
Value of exports ..	2,699,358	„ „	607,355
Total ..	15,674,082	„ „	3,526,663
Duties received were, 471,978 taels 2 m. 9 c. 6 c., equal to 162,242l.			

I have, &c.

(Signed) C. KLECZKOWSKI,

To Robert Hart, Esq.,

Commissioner of Customs.

Inspector-General of Customs.

Report on the Trade at the Port of Takow (Formosa) for the Year 1865.

Office of Maritime Customs,

Sir,

Takow, January 12, 1866.

IN accordance with your instructions, the returns of trade for the ports of Takow and Taiwan-fu have been already forwarded to the Commissioner of Customs at Shanghai.

Having been here only since May last, I can judge of the trade of the port for the first half of the year solely by reference to the books; and as the port of Taiwan-fu was not open to foreign trade previous to the 1st January, 1865, I have no data with which to compare the trade of the past year.

By reference to the Returns of Duties you will see that the duties for the quarter ended 30th June, 1865, exceed by the sum of Haikwan 4,244 taels, 4 mace, 9 candarines, 7 cash, the total amount collected during the other three quarters; and the total amount collected during the last two quarters only exceeds the amount collected during the quarter ended 31st March, 1865, by the sum of Haikwan 1,794 taels, 9 mace, 3 candarines, 8 cash.

The great excess of the duties of the quarter ended 30th June, and the small amount in the following two quarters, may be accounted for from the fact that a quantity of rice was exported in the first-named quarter under bond to Amoy upon which duty was paid; but this duty, in accordance with the instructions of the Tartar General, was afterwards refunded, and consequently a considerable portion of the duties of the remaining quarters was paid by drawback. The prohibition to export rice, except to Amoy and Foochow under pass,—which pass, as there are not now any unusual number of troops in Fukien, is difficult to obtain,—has deprived us of almost the only export which was available; and as regards Taiwan-fu, that port being an open roadstead, it is not safe for vessels to venture there during the south-west monsoon. From 21st June to 7th October only one vessel, a schooner of 103 tons, cleared from that port. Though, since the latter date, several vessels have visited Taiwan-fu, the trade during the last quarter has principally consisted in imports. Two-thirds of the tonnage at Taiwan-fu during the last quarter has cleared in ballast, and even as regards the remaining one-third hardly any vessel has taken a full cargo. Of the total amount of duties collected in Taiwan-fu during the same period, only Haikwan 248 taels, 9 cash, or rather less than one-tenth of the whole, consist of export duties; the remaining nine-tenths are composed of import and coast trade duties.

As regards Takow, though business here during the quarter ended September 30th was pretty brisk, yet the return of duties was small. The reason of this I have already to some extent explained; in addition, I

must point out that the principal article of export during that quarter was rice, under pass to Amoy, upon which no duty was collected. During the last quarter trade has been nearly nil. During the whole quarter only twenty vessels have cleared from this port. On two occasions we have been for a week at a time without a single vessel in the port, and two or three times we have had only one or two, and during the whole quarter we have never had more than four vessels in the port at one time. We can hardly expect a large return for the trade of this port during the north-east monsoon, as the importance of Takow arises from its being the port of Taiwan-fu during the south-west monsoon.

The chief exports from Taiwan-fu and Takow are sugar, turmeric and sesamun seeds. The first of the new sugar has only just now come into the market. The country people have been holding in the hopes of obtaining a better price. No turmeric has as yet been exported this season, and sesamun seeds will not come in till summer.

I have drawn out some tables, which I give below, comparing the trade of the two years 1864 and 1865.

TABLE No. I.—Showing the increase and decrease in 1865 in the principal articles of import, as compared with the fourteen months ended 31st December, 1864.

Description of Goods.	1864.	1865.	Increase.	Decrease.
Cotton piece goods—				
Brocades Pieces ..	200	606	406	..
Shirtings, grey "	2,650	11,597	9,047	..
" white "	900	3,500	2,600	..
T-cloths "	300	2,200	1,900	..
Turkey red cambrics "	399	4,800	4,401	..
Metals, tin Piculs ..	68	288	220	..
Nankeens "	762	2,120	1,358	..
Opium "	1,104	1,569	465	..
Peas "	1,212	4,537	3,325	..
Tobacco, prepared "	900	3,132	2,232	..
Woollen goods—				
Camlets, English Changs ..	2,304	10,118	7,814	..
" Dutch "	738	714	..	24
Lastings "	201	1,449	1,248	..
Long ells "	440	1,821	1,381	..

TABLE No. II.—Showing the increase and decrease in the principal articles of export in 1865, as compared with the fourteen months ended 31st December, 1864.

Description of Exports.	1864.	1865.	Increase.	Decrease.
Ground nuts Piculs ..	1,925	6,744	4,819	..
Ground nut cakes "	5,377	12,056	7,679	..
Hemp "	595	1,849	1,254	..
Lung-ngaus with stones "	2,949	2,426	..	523
" without stones "	4,488	2,633	..	1,855
Sessamum seed "	5,195	5,723	528	..
Sugar, brown "	108,517	117,057	8,540	..
" white "	8,775	28,835	20,060	..
Turmeric "	5,765	4,101	..	1,664

TABLE No. III—Showing the tonnage which entered and cleared in 1865, as compared with the fourteen months ended 31st December, 1864.

Flag.	Entered.				Cleared.			
	1864.		1865.		1864.		1865.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American	..	..	13	1,584	..	..	12	1,411
Bremen	2	480	20	4,928	2	480	21	4,980
British	38	7,682	42	6,106	35	7,178	44	6,446
Danish	43	6,785	23	3,829	47	7,435	22	3,659
Dutch	..	..	3	705	..	..	4	990
French	2	539	4	1,066	2	539	6	1,592
Hamburgh	33	7,626	25	5,885	31	7,165	26	6,060
Hanoverian	7	815	10	1,401	8	895	11	1,526
Hawaiian	..	..	1	150	..	..	1	150
Norwegian	3	654	3	686	3	654	4	854
Prussian	7	1,069	4	826	6	861	4	809
Pontuguese	..	..	3	339	..	..	3	339
Spanish	..	..	1	193	..	..	1	193
Totals	135	25,450	152	27,648	134	25,207	159	29,009

By the first Table you will see that there has been an increase in the imports of all the articles named, with the exception of Dutch camlets, in which article there has been a slight falling off.

The second Table shows that there has been an increase in all the articles of export named, with the exception of lung-ngans and turmeric. With regard to the lung-ngans, we had a severe typhoon when the trees were in blossom, which stripped the trees bare, and the crop has been an entire failure. The few lung-ngans which have been exported this year were the remains of the crop of 1864. The turmeric crop has also been a poor one. The export of rice has been so much affected by the restrictions, that I have not considered it a fair article for comparison. There appears to be very little difference in the return of the shipping for the two years.

In comparing the two Returns, it must be taken into account that, in the first place, they do not represent the same length of time, the one being an account of the trade from 26th October, 1863, to 31st December, 1864, or a little more than fourteen months; and the other from 1st January, 1865, to 31st December, 1865, or just twelve months. And on the other hand, that the latter return is for the trade of Takow and Taiwan-fu, whereas the former is for Takow only, as Taiwan-fu was not at that time open to foreign trade.

Last year all the opium re-exported was to Taiwan-fu, but as we now look upon the ports of Takow and Taiwan-fu as one port, we have not reported the re-exports to the former place.

Upon the whole, there appears to be a satisfactory increase of trade during the past year, and the increase would doubtless be greater in the coming year if we could induce the Chinese authorities to take off the restriction from the export of rice; but though the crops of rice this year were very good, rice is still dear, and the Taotai fears a rebellion if he ventures upon such a step.

I am, &c.

(Signed) HENRY JAMES FISHER,

To Robert Hart, Esq.,

Assistant in Charge.

Inspector-General of Customs.

Report on the Trade at the Port of Swatow for the Year 1865.

*Office of Maritime Customs,
Swatow, January 31, 1866.*

Sir,

I HAVE the honour to submit the following remarks on the trade of this port for the past year:—

Imports.

Our general import trade compares favourably with that of 1864, showing an increase on the total estimated value of 2,314,191 dollars. The following comparative Table shows the principal imports for the two years:—

Goods.				1864.	1865.	Increase.	Decrease.
Shirtings, grey	..	Pieces	..	20,986	41,111	..	20,125
„ white	..	„	..	8,271	10,319	..	2,048
T-cloths	..	„	..	7,000	12,810	..	5,810
American drills	..	„	..	814	1,127	..	313
Dyed cottons	..	„	..	2,700	2,711	..	11
Turkey reds	..	„	..	410	2,814	..	2,404
Other cotton goods	..	„	..	2,492	2,037	355	..
Woollens	..	„	..	5,128	5,772	..	644
Opium, Malwa	..	Chests	..	2,163	1,287	876	..
„ Patna	..	„	..	2,215	2,763	..	548
Cotton yarn	..	Piculs	..	2,541	4,249	..	1,708
Cotton	..	„	..	50,584	58,170	..	7,586
Bean cake	..	„	..	1,028,091	896,619	131,472	..
Beans and peas	..	„	..	253,047	297,262	..	44,225
Medicine	..	„	..	4,112	6,130	..	2,018
Oil	..	„	..	5,720	7,044	..	1,324
Pepper, black	..	„	..	1,235	1,865	..	630
„ white	..	„	..	92	185	..	93
Rice	..	„	..	107,164	644,621	..	537,457
Wheat	..	„	..	14,487	55,667	..	41,180
Vermicelli	..	„	..	5,562	6,291	..	729

Exports.

Our export trade shows a great falling off in comparison with that of 1864. This decline is not easily to be accounted for, although, doubtless, the over speculation of the past two years, and the heavy losses incurred thereby, must have had some influence. The annexed Table gives a comparative statement of our chief exports:—

Goods.				1864.	1865.	Decrease.	Increase.
Sugar, white	..	Piculs	..	329,662	230,977	98,685	..
„ brown	..	„	..	352,278	298,510	53,768	..
Paper, 1st quality	..	„	..	5,019	6,410	..	1,391
„ 2nd quality	..	„	..	30,507	8,384	22,123	..
China ware, coarse	..	„	..	10,513	13,905	..	3,392
Grass cloth, coarse	..	„	..	1,152	1,726	..	574
„ fine	..	„	..	30	41	..	11
Medicines	..	„	..	768	814	..	46
Pottery	..	„	..	1,206	1,006	200	..
Potatoe flour	..	„	..	2,430	7,698	..	5,268
Shoes	..	Pairs	..	38,965	48,631	..	9,666
Tobacco	..	Piculs	..	6,512	7,920	..	1,408
„ leaf	..	„	..	779	365	414	..

Tonnage.

The large importation of rice at the commencement of the year caused a considerable augmentation in our tonnage; and we number 588 vessels entered, tonnage 223,853; and 581 vessels cleared, tonnage 220,203; while, in 1864, there were 472 vessels entered, tonnage 168,945: showing, in 1865, an increase of 116 vessels entered, tonnage 53,992; and 112 vessels cleared, tonnage 51,259.

General Remarks.

Our trade has been more or less disturbed throughout the year by the unsettled state of the country, the rebels seriously interfering with the transit of goods to or from the interior. They are at present in partial possession of the city of "Chai-ying-chou," one of the chief passes into Kiang-si, the principal market for our opium. The continued high prices of produce at the northern ports precluding the possibility of obtaining remunerative returns for ventures from this port, have likewise tended to depress our trade to a very considerable extent.

I have, &c.

(Signed)

H. D. WILLIAMS,

Commissioner of Customs.

To Robert Hart, Esq.,

Inspector-General of Customs.

Report on the Trade at the Port of Canton for the Year 1865.

Office of Maritime Customs,

Canton, January 31, 1866.

I HAVE to report an increase of 7,352,000 dollars in the foreign trade of this port, for the year ended the 31st of December, 1865, as shown in the following Tables:—

Total value of Imports in Mexican dollars.

For the year 1865.	Goods	..	10,556,000	
	Treasure	..	3,421,000	
				13,977,000
For the year 1864.	Goods	..	8,192,000	
	Treasure	..	2,828,000	
				11,020,000
				2,957,000

Total value of Exports in Mexican dollars.

For the year 1865.	Goods	..	..	18,054,000
	Ditto	..	..	13,659,000
				4,395,000

Total dollars 7,352,000

The increase in duties and tonnage dues for the same period is 116,000 taels, divided as follows:—

Import duty for 1865	..	..	..	230,500	
1864	..	..	..	194,200	
					36,300
From which deduct difference in coast trade account,					
amount entered as received in 1864 over 1865	..	..	..		10,300
					26,000
Export duty for 1865	..	..	..	576,400	
1864	..	..	..	489,700	
					87,700
Tonnage dues for 1865	..	..	..	22,200	
1864	..	..	..	19,900	
					2,300

Making a total of taels 116,000

The various offices were instructed in the early part of the year not to accept export duty certificates after the 31st of March last, except on such goods as came direct to a Treaty port. Up to that time, native produce arriving from Hong Kong, accompanied by an export duty certificate, paid half duty, which was carried to coast trade account; consequently, the amount of 25,000 taels entered under the heading of Coast Trade Duty for 1864, included all native produce received by foreign vessels. Hong Kong having been placed on the same footing as a foreign port in March 1865, full duty has been charged on all goods arriving from there since that time, and the amount carried to import duty account; therefore the coast trade account is 10,300 taels less than that of the previous year.

The total export of tea for last year shows an excess of 3,700 peculs over that of the year before. At the close of 1864 there was a stock on hand of about 14,000 peculs, which has been shipped off this year, and is included in the total amount; therefore there is a falling off in the export of more than 10,000 peculs. It is generally believed that, in consequence of the demand at Hankow, the receipts at this port from the other provinces will continue to decrease.

Cotton has been received from Bombay during the year to the extent of about 50,000 peculs; and now that the American war is over, the importation will no doubt gradually increase to what it was five years ago. An increase of 15,000 peculs in the amount of native cotton passed this office is to be noticed; this is owing in a measure to the low rate of freight charged by the river steamers, which has induced importers to bring it up by them, rather than by native craft.

The following Table shows the variation in the importation of cotton goods:—

				1864.	1865.
Cottons—					
Dyed, figured, and plain	..	Pieces	..	14,000	9,000
Damasks	..	..	..	700	1,000
Printed and fancy	..	..	..	7,000	6,000
Shirtings, grey	..	..	..	44,000	80,000
„ white	..	..	..	42,000	52,000
T-cloths, 24 yards	..	..	..	22,000	29,000

The difference in the importation of shirting, say 35,000 pieces of grey, and 10,000 pieces of white, can be attributed to the short import of the two previous years. A large portion of the purchases of the above-named goods made in Hong Kong, being brought up in native boats, does not pass the foreign Inspectorate, therefore no estimate can be made at this office of the amount actually imported into the province.

The import of opium remains about the same as last year, as will be seen by the following Table:—

				1864.	1865.
Opium, Malwa	..	..	Piculs	1,180	1,330
„ Patna	..	..	„	1,310	1,041
Total	..	..	„	2,490	2,371

The amount stated above is about one-tenth of the entire importation, the remaining nine-tenths being smuggled.

The levying of tonnage dues on foreign vessels bringing rice to this port, has the effect of almost entirely stopping the importation in other

than native craft. Last year seven foreign vessels arrived, bringing 65,000 peculs, while the year before nine came in, with 71,000 peculs.

The import of silk piece goods has risen from 363 peculs in 1864, to 548 peculs in 1865. This can be attributed to the cessation of hostilities in the neighbourhood of Soo-chow, which has enabled the weavers to spin a costly kind of cloth, which finds a ready market among the wealthy of this province.

The export of cassia, fire crackers, and matting, has been large, owing to the demand for America. The following Table shows the movement in these articles :—

	1864.	1865.
Cassia Piculs ..	13,000	23,000
Fire crackers „ ..	11,000	20,000
Matting Rolls ..	37,000	59,000

In consequence of a large demand from England, the export of raw and thrown silk has risen from 2,800 peculs in 1864, to 8,700 peculs in 1865.

The export of wild raw silk for last year is 1,500 peculs more than that of the year before, which is owing to the fact of the crop being unusually large. This description of silk is sent to India, where it finds a ready sale.

In consequence of the small demand from foreigners, the export of silk piece goods has fallen to 3,300 peculs, against 4,100 peculs in 1864.

The demand for sugar from the northern ports having increased, the export last year reached 90,000 peculs, against 65,500 peculs the previous year.

Large quantities of brass buttons are manufactured here, and sent to the northern ports. In 1860 there was shipped from this port 450 peculs, valued at 35,000 dollars, while last year there was an export of nearly 4,000 peculs, valued at 350,000 dollars.

Coolie emigrants have been sent during the past year to the British West Indies, under the protection of the English Government; and to Havanna and Peru, under the protection of the French Government. Six vessels clear for British West Indies, taking 2,073 coolies; two for Havanna, taking 511 coolies; and two for Peru, taking 859 coolies.

During the past year a new steam-boat company has been organized, and there are now two steamers arriving from Hong Kong, and two departing for that place each day. The additional facilities for conveying goods, and the low rates of freight charged, tend to develop trade, but it is a question if the benefit is felt much beyond the immediate neighbourhood of the city, for it is supposed that the country people send the larger portion of their productions to, and receive nearly all their foreign supplies from, Hong Kong by native boats.

The following Tables exhibit what portion of trade is done by sailing vessels, and what by river steamers :—

Duties for the year 1864, exclusive of Coast Trade and Tonnage Dues.				
			Taels.	Taels.
Imports by sailing vessels	..	..	6,100	
„ river steamers	..	..	188,000	
				194,100
Export by sailing vessels	..	..	323,100	
„ river steamers	..	..	165,600	
				488 700
Total	..	..		682,800
				3 2

Duties for the year 1865, exclusive of Coast Trade and Tonnage Dues.

				Taels.	Taels.
Imports by sailing vessels	..	..	..	6,000	
„ river steamers	..	..	..	223,000	229,000
Exports by sailing vessels	..	..	..	361,000	
„ river steamers	..	..	..	215,000	576,000
Total	..	..	..		805,000

It is thus proved that there has been an increase in the import duties paid by the river steamers of 35,000 taels, and in the export duties of 50,000 taels. The import duty by sailing vessels remains about the same, while the export duty is 40,000 taels in excess.

The following comparative statement gives the tonnage for the years 1864 and 1865 :—

	Entered.				Cleared.			
	In 1864.		In 1865.		In 1864.		In 1865.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Sailing vessels ..	218	93,443	310	135,619	226	94,892	303	133,497
Steamers ..	629	259,306	583	349,475	629	259,306	583	349,475
Total ..	847	352,749	893	485,094	855	354,198	886	482,972

By the above it will be seen that the river steamers made forty-six trips less last year than the year before, but with an excess of 90,000 tons. This excess is apparent only, arriving from the fact that one of the river steamers of 700 tons was reported as being of 2,300 tons, and was entered in the books of the office at that rate for four months.

In 1864 there were 218 sailing vessels entered, of which 157, measuring 74,346 tons, were in ballast; and there were cleared outward 225, of which 108, measuring 46,840 tons, were in ballast, showing that of 157 vessels coming into port empty, 49 took cargo away with them. The returns for the past year exhibit a decided improvement, for of 310 vessels entered, 227 of them, measuring 102,023 tons, were in ballast; and of 303 cleared, 134, measuring 58,875 tons, were in ballast, thus showing that 93 of the vessels arriving in ballast found employment.

(Signed) GEO. B. GLOVER,

To Robert Hart, Esq.,

Commissioner of Customs.

Inspector-General of Customs.

Commerce de Shanghai, pendant l'Année 1865.

Shanghai, le 1 Février, 1866.

L'ANNÉE 1865 restera par excellence dans la mémoire des négociants de Shanghai comme une année de grands contrastes,—une année de pertes immenses et de beaux profits.

Qui n'a encore présentes à la pensée les douloureuses émotions, les cruelles angoisses éprouvées dans sa première moitié ?

Les malles n'apportaient sur la liquidation de 1864 que des nouvelles fâcheuses : le thé perdait 60 pour cent, le coton ne trouvait pas d'acheteurs. A chacune d'elles on voyait avec regret quelque maison de commerce vieille et respectée tomber en entraînant dans sa chute les maisons

secondaires qui en dépendaient. D'une autre part les spéculations locales tentées en vue d'un état de choses irrévocablement passé se tournaient contre leurs auteurs : les rebelles étaient détruits et par suite les milliers de réfugiés qui étaient venus chercher asile dans les concessions étaient rentrés dans leurs foyers, laissant dans l'abandon les longues rangées de maisons bâties exprès pour eux et réduisant à une valeur presque nulle des terrains achetés à des prix exagérés.

La saison d'exportation s'ouvrit sous des auspices défavorables ; les thés se payaient trop cher, les soies aussi. Plus d'un commerçant forcé d'acheter dut craindre de nouveaux mécomptes ; nous verrons qu'heureusement il ne se sont pas réalisés. La seconde moitié de l'année non seulement n'aura pas justifié ces pressentiments, mais encore aura réparé sinon tout-à-fait du moins en partie les désastres de la première et si l'orage a été terrible et marque encore par de tristes ruines, ses effets sont déjà bien atténués pour ceux qui ont pu le soutenir et qui, découragés un instant, peuvent maintenant poursuivre leurs labeurs avec confiance et bon espoir.

Ayant à décrire les phases du commerce du Shanghai pendant l'année qui vient de s'écouler, nous nous félicitons pour notre compte que la tâche soit plus agréable que pendant longtemps nous ne devions l'espérer et, qu'au lieu de revers nouveaux, nous ayons à présenter comme conclusion des résultats satisfaisants et des perspectives rassurantes.

I.—Commerce Etranger.

Importations.—La Table No. IV de la 1re division des statistiques, nous indique que le total net des importations et des exportations étrangères est de 64,745,945 taëls, quand en 1864 il était de 60,622,571 taëls ; c'est donc une augmentation de 4,123,374 taëls au bénéfice de 1865.*

L'importation des produits étrangers qui en 1864 s'élevait à 30,000,000 de taëls, s'élève en 1865 à 35,000,000 de taëls ; c'est sur les cotonnades, les lainages et l'opium, qu'a porté surtout cette augmentation considérable.

Cotonnades Grises (Grey Shirtings).—L'importation des cotonnades et des lainages n'avait jamais été aussi brillante. Les cotonnades grises (grey shirtings) sont montées de 549,041 pièces—chiffre de 1864—à 1,291,865 pièces. Les grandes exportations de coton des années précédentes ayant rendu en chine le prix du textile très élevé et diminué la fabrication des étoffes indigènes, les cotonnades étrangères ont naturellement attiré une demande très active et commandé des prix avantageux.

En Mars, lorsque les eaux du Peiho s'ouvrirent à la navigation et que l'on pût aborder le marché de Tien-tsin, le prix monta jusqu'à 4.35 taëls par 6½ catties : le taux moyens de l'année a été de 3.75 taëls. Les négociants de Chine se sont émus de trouver parmi les cotonnades grises arrivées d'Europe une grande proportion de pièces frappées d'une détérioration qui les font qualifier par les Anglais de "mildewed," terme qui en Français se traduirait peut-être par le mot "broüies." Dans la première partie de 1865, 15 pour cent à peu près de cotonnades grises ont été reçus dans ces conditions et nous avons pu le constater par les nombreuses demandes de diminution de droits qui nous ont alors été adressées. Rien à la surface des ballots n'indiquait cette détérioration ; mais en les ouvrant, ou apercevait mêlées à des pièces de bonne qualité broüies, les unes simplement tachées, les autres arrivées à un état de corruption très avancé,

* Nous dirons pour les personnes peu au courant des choses de la Chine qu'à Shanghai le taël vaut en moyenne 8 francs.

Le picul correspond à 60 kos. 453 et il se divise en 100 catties.

de pourriture même et, en recherchant la cause, on a découvert que les fabricants en Angleterre ayant à se servir d'un coton inférieur et d'une couleur moins pure que celle du coton Américain employé antérieurement, empaquetaient les étoffes non plus avec de l'amidon mais avec du "Silicate de Soude" qui leur donne une teinte plus blanche, mais attaque plus ou moins leurs fibres et les corrompt graduellement une fois qu'elles sont empaquetées. Qu'il y ait en cela fraude ou simplement erreur, les torts causés au commerce de Chine n'ont pas moins été sérieux matériellement et moralement. Les négociants Chinois avaient l'habitude d'acheter les cotonnades sur échantillon; maintenant ils ouvrent les ballots et les inspectent avec soin, montrant ainsi qu'à leurs yeux, le niveau de leur confiance a baissé. Des réclamations nombreuses ont naturellement été adressées contre les fabriques; mais elles n'ont pas abouti et ont été déclarées non valables par les tribunaux, décision qui a rendu les négociants en Angleterre plus minutieux dans l'examen des cotonnades qui leur étaient livrées et a fait diminuer la proportion des étoffes brouées; vers la fin de l'année, cette proportion était cependant encore de 10 pour cent. Comme maintenant les fabriques ont toute facilité pour se procurer du coton de meilleure qualité, on espère que cet inconvénient va bientôt disparaître. Le plus-tôt sera le mieux; car sans reparler des pertes déjà subies à Shanghai, une défiance plus ou moins marquée reste attachée aux cotonnades grises et comme leur écoulement est en progrès, il serait à regretter qu'il fut arrêté par des procédés qui, coupables ou non, sont certainement taxés de "mauvaise foi" par les Chinois.

Les étoffes brouées se sont principalement écoulées sur la place de Shanghai où des débitants de second ordre les ont achetées à prix réduits.

Cotonnades Blanches (White Shirtings).—L'importation des cotonnades blanches est restée stationnaire: 212,097 pièces en 1865; 212,236 pièces en 1864. En Avril et Mai, les prix de vente étaient bons et annonçaient un commerce actif, mais les demandes n'ont pas continué. Il est à remarquer que cette année beaucoup de cotonnades blanches et grises ont été expédiées par la voie de Suez. Sur les autres cotonnades, une diminution d'importation est à constater; les Chinois n'en ayant pas un besoin aussi absolu, ont limité leurs achats devant les prix élevés de ces articles. Sur l'article T-cloths, la différence des deux années n'est pas très grande: 156,765 pièces contre 171,340. Ces étoffes sont assez en faveur parcequ'elles se rapprochent beaucoup des étoffes indigènes de même espèce; un écoulement considérable leur est assuré par la suite.

Pour l'article "chintzes and furnitures," la différence est sensible: 86,736 pièces contre 123,119. Pour les mouchoirs, elle est plus sensible encore: 21,997 douzaines contre 98,166. Pour les cotonnades Américaines (American drills, jeans, and sheetings) l'importation jadis considérable est devenue presque nulle, et on peut voir par le tableau suivant quel dommage la guerre leur a occasionné.

			Pièces.				Pièces.
1861	..	..	403,638	1864	..	..	12,787
1862	..	..	99,744	1865	..	..	2,738
1863	..	..	21,290				

Toutefois, cette dépression sur quelques articles affecte peu le commerce total des cotonnades qui, comme nous l'avons vu, marque en 1865 par un grand accroissement d'importation et de beaux profits. Comme prix, et surtout maintenant qu'elles peuvent être vendues à meilleur marché que les années précédentes, les cotonnades Anglaises peuvent aisément lutter avec les cotonnades indigènes, et la préférence que les Chinois donnaient à celles-ci est loin d'être aussi forte. On pense que le prix de ces dernières restera encore haut, car les pluies

ont abimé les récoltes de coton dans les provinces du littoral et celles de l'ouest où la culture du textile est la plus étendue ; aussi les négociants de Shanghai comptent-ils sur un commerce considérable de cotonnades pour 1866.

Lainages (Woollens).—Les statistiques donnent aussi une preuve bien frappante de l'appréciation croissante des Chinois pour les lainages. Les camelots Anglais (English camlets) de 74,771 pièces en 1864, sont montés en 1865 au chiffre des 115,115 ; les prix ont peu varié pendant l'année et sont restés entre 17 et 19 taëls pour les qualités ordinaires. Les "Dutch camlets" ont été de 23 à 24 taëls pendant les premiers mois de l'année ; de 25 à 39 dans la seconde moitié. Les "Spanish stripes," sont montés de 31,507 pièces à 47,430 ; les Chinois apprécient cet article de plus en plus. Les "scarlet long ells" ont subi une petite diminution : 117,646 pièces en 1865 contre 128,810 en 1864 ; mais leurs prix ont été très avantageux ; ils ont été expédiés surtout sur Hankow, où ils sont en plus grande demande que partout ailleurs. Les lustrés et Orléans ont une augmentation notable : 186,329 pièces contre 136,591 en 1864. Les articles de cette catégorie, que les Anglais appellent "figured," donnent à peu près 30 pour cent d'augmentation ; les Chinois en viendraient, dit-on, à les substituer graduellement à leurs soieries, ce qui leur assurerait une importation toujours progressive.

Allumettes, Aiguilles, &c., &c.—Après les cotonnades et les lainages, nous ne trouvons plus à citer comme articles manufacturés de l'Occident adoptés par les Chinois que les aiguilles, les allumettes, les montres et les boîtes à musique ; les autres sont insignifiants. Le commerce des aiguilles est en grande augmentation : 271,134 lots de mille ont été importés en 1865, quand 66,625 lots de mille seulement avaient été importés en 1864 ; Tien-tsin en est le marché principal. Les allumettes sont dans le même cas et figurent sur les statistiques pour 47,894 grosses, quand en 1865 l'importation n'a été que de 16,201 grosses. Le commerce des montres est resté le même pour les deux années et s'élève pour chacune à un peu plus de 45,000 taëls. Les boîtes à musique paraissent perdre de leur faveur : leur total est de 8,000 taëls au-dessous de celui de 1864. Ces différents articles viennent en grande partie de l'Europe continentale et composent le commerce le plus sérieux qu'elle ait avec Shanghai, mais ils n'y sont pas apportés directement et sont laissés par les navires à Singapore et à Hong-Kong. C'est pour cela qu'ils ne figurent pas à la table consacrée spécialement aux importations du continent.

Opium.—Dans le but de corriger ses sujets de l'usage de l'opium, le Gouvernement Chinois a prohibé d'une manière rigoureuse la culture du pavot dans les provinces du Sz-tchuen et du Shansi ; mais cette prohibition dont les effets ont été réels dans ces provinces et ont diminué la production de l'opium indigène, a manqué son but réformateur et n'a eu qu'un résultat, celui d'augmenter l'importation de l'opium étranger. L'opium de Malwa et de Patna qui donnait pour 1864 un total de 28,881 piculs, donne pour 1865 un total de 33,438. Le premier est monté de 435 taëls le picul à 650 et 700 taëls ; le second est monté de 320 taëls à 450 taëls et 480. L'opium de Bénarès figurait en 1864 pour piculs 1,212 ; il figure en 1865 pour 2,637. L'opium de Perse à peine importé auparavant, passe cette année au chiffre de 533 piculs 25 : l'opium de Turquie figure pour 69 piculs 89. C'est pour 1865, un total de 36,680 piculs d'opium d'une valeur de 17,769,726 taëls ; à 2,000,000 de taëls près, 50 pour cent de l'importation totale des pays étrangers.

Le Trésor du pays doit à la drogue malfaisante de précieuses ressources ; cette année elle a payé à la douane de Shanghai 783,457 taëls, plus des droits considérables pour le transit dans l'intérieur. Le tableau affecté

spécialement dans les statistiques au commerce de l'opium en divise l'importation totale en 20,000 piculs re-exportés à Ning-po et dans les ports du Nord et du Yang-tze et en 14,440 piculs débarqués à Shanghai pour la consommation du port et de l'intérieur de la province. Pour les ports du Yang-tze, il est assez curieux que ce soit Tchenn-kiang où la quantité importée est la plus considérable; cela tient au voisinage d'un riche marché nommé Sien-nin-miao, qui auparavant s'approvisionnait à Shanghai par des barques indigènes et maintenant se fait expédier l'opium par les steamers. En comparant entr'elles les importations de l'opium pour une dizaine d'années, nous avons constaté un fait qui nous a surpris: c'est que le commerce de l'opium a peu bénéficié de l'ouverture des nouveaux ports, obtenue par le Traité de Tien-tsin. En 1856, quand les "receiving ships" ne pouvaient encore s'aligner devant le "bund" de Shanghai et restaient mouillés à Woosung, les délivrances des espèces de Malwa et de Patna s'élevaient déjà à 33,672 caisses, quand en 1865 elles ne sont que de 33,348 caisses. A certaines époques de l'année, de grands convois de jonques le chargeaient pour les ports du Nord et imprimaient à Shanghai un surcroît temporaire d'activité. Faut-il en conclure d'une manière générale que l'ouverture de ces ports n'a été d'aucune utilité pour le commerce étranger? Pour l'opium, pour l'exportation des produits Chinois vers l'étranger, il en est ainsi; mais pour les articles manufacturés, les métaux, un coup d'œil sur les statistiques de plusieurs années prouve que l'avantage retiré des nouveaux débouchés qui leur ont été offerts, ne saurait faire l'objet d'un doute.

Métaux.—L'exploitation très imparfaite des mines de la Chine, les procédés encore primitifs appliqués à la fabrication des métaux, ne permettent pas aux métaux indigènes de faire une concurrence appréciable aux métaux étrangers. L'importation du fer marchand (nail rod iron) est en 1865 de 128,702 piculs, quand en 1864 elle n'était que de 90,601 piculs: le continent en a fourni pour piculs 6,000 et c'est d'Angleterre qu'est venu le reste. La vente du fer a été facile et bien soutenue; le prix moyen a été de $2\frac{1}{2}$ taëls le picul, prix auquel les fers de la Chine ne peuvent être livrés. Ceux-ci ne s'obtiennent guère qu'à faibles quantités et en pièces de petites dimensions. Comme qualité, on peut en trouver de très bons: certains fers de Tien-tsin (Pe-tché-li) et de Wan-chew (Tche-kiang) ne le cèdent en rien aux meilleurs fers de Suède et nous savons qu'un échantillon de ces fers qui fut envoyé à Leeds il y a quelques années fut retourné en Chine sous la forme d'une vis parfaitement polie sur laquelle on distinguait les belles fibres du métal que l'on déclarait égal à du fer de Suède de qualité No.2. Les fers de Hankow sont de beaucoup inférieurs; il faudrait les chauffer, les marteler et les laminier pour en retirer des pièces d'un fort échantillon: ces opérations grossiraient de beaucoup leur prix de revient déjà trop haut. Ils proviennent du Yun-nan et, vu la distance des mines et l'absence de voies de communication commodess pour y aborder, la Chine aura pour longtemps encore à s'approvisionner de fer étranger. L'importation de la fonte (pig-iron) est montée de 12,194 piculs qu'elle était en 1864 à 30,927 piculs; les petits arsenaux organisés par les autorités du Kiang-nan font leurs commandes de fer et de fonte en Angleterre et en Amérique.

Le plomb se débite partie sur place, partie au Japon, un peu aussi aux ports de la côte. L'importation de 1865 qui est de 46,497 piculs, est de 20,000 piculs au dessous de celle de 1864.

Charbons.—Six espèces de charbons ont paru jusqu'ici sur le marché de Shanghai; ce sont: 1° les charbons Anglais; 2° les charbons Américains; 3° les charbons de l'Australie; 4° les charbons du Japon; 5° les charbons de Formose; 6° les charbons de Hankow; et comme le

commerce des charbons occupé une place notable sur les statistiques, nous le décrirons avec quelques détails.

L'importation totale de cette année—93,779 tonnes—est bien au dessous de celle de 1864 qui était de 117,380 : c'est à peu près 2,000 tonnes de moins par mois. Cette diminution a porté surtout sur les charbons Anglais qui de 83,554 tonnes sont tombés à 47,814 ; elle provient de plusieurs causes : le nombre moindre des steamers employés sur le Yangtze et sur la côte, la concurrence des autres charbons, notamment ceux du Japon et de l'Australie, et surtout le nombre plus réduit des navires expédiés de la Grande Bretagne vers la Chine. Le commerce du charbon ne saurait à lui seul établir une ligne directe de navigation de l'Europe avec l'extrême Orient : les navires qui l'apportent à Shanghai sont d'ordinaire expédiés pour prendre une cargaison plus valable, du thé par exemple. Ils peuvent alors se contenter d'un fret modique pour les charbons et les rendre sur place à des prix raisonnables ; mais, comme on le verra plus loin, moins de navires ayant cette année été expédiés d'Angleterre, moins de charbons Anglais sont arrivés à Shanghai ; aussi sont ils restés chers : le prix, d'abord à 6 taëls 50 mace—7 taëls 50 mace sont montés à la fin de l'année 10 et 11 taëls.

Les arrivages de ces charbons resteront probablement dans les mêmes proportions en 1866.

Les charbons Américains se vendent trop cher pour être employés en grandes quantités par les vapeurs ; leur importation a aussi diminué : 9,176 tonnes contre 12,463. Leur prix est monté de 10 taëls à 13 et même à 14 taëls. Ces charbons sont anthracites et, comme ils donnent peu de fumée, les Chinois les apprécient pour leurs travaux de chaudronnerie et pour brûler le thé.

Le prix excessif des charbons Anglais et Américains a conduit forcément les armateurs à employer, autant que possible à bord de leurs steamers des charbons provenant de sources plus rapprochées et livrables à meilleur marché, bien que ceux-ci fussent inférieurs aux premiers. Ainsi les charbons de l'Australie entrent dans l'importation pour un chiffre de 27,011 tonnes, quand en 1864 ils n'y entraient que pour 21,227 tonnes. Les charbons du Japon réduits en 1864 au modeste chiffre de 136 tonnes ont atteint en 1865 le chiffre de 3,114 tonnes. Les charbons de l'Australie sont expédiés des ports de Sydney et de Newcastle ; ils peuvent être livrés à 6 taëls ; vers la fin de l'année, une demande plus active les a fait monter à 8 taëls 50 mace et 9 taëls 50 mace. Les charbons du Japon sont destinés à un progrès de vente certain. Les fournitures de charbons à la navigation ont été pendant longtemps un monopole du Gouvernement du Taicoun, qui livrait à des prix fixes et sans choisir des charbons qui généralement étaient médiocres ; l'année dernière ce monopole ayant discontinué, les Daïmios possesseurs de mines ont offert leurs charbons dont plusieurs espèces ont été trouvées satisfaisantes et le seront de plus en plus, car le système d'exploitation Européen est employé pour quelques unes. Les charbons de Sa-ka-Sima et de O-ka-Sima sont les meilleurs et l'on estime que 25 tonnes fournissent le même travail que 20 tonnes de charbons Anglais : ceux des mines de Satzuma promettent d'être également bons, à mesure qu'ils proviendront de couches plus profondes.

Les charbons de la Chine sont pour le moment inférieurs à tous les autres, mais si les Chinois voulaient profiter de l'exemple des Japonais et apprendre à exploiter convenablement leurs mines, ils pourraient certainement fournir en peu de temps des charbons de bonne qualité ; mais l'accès des mines est encore fermé avec un soin jaloux à toute tentative nouvelle. Les charbons de Hankow sont consommés par quelques steamers pour leurs voyages de retour, mais avec un mélange de charbons Anglais ; ils reviennent

encore à 6 taëls rendus à bord ; à ce prix, ils ne peuvent espérer de faire quelque figure à Shanghai. Les mines de Kielong (Formose) pourraient aussi fournir de bons charbons ; ceux qu'on en retire actuellement ne sont employés qu'à défaut de mieux par les steamers et c'est vers la fin de l'année seulement, alors que les autres charbons étaient à un si haut prix qu'on en a fait venir : ils ont été vendus 5 et 6½ taëls.

Bois de Construction—L'arrêt brusque des spéculations entreprises les années précédentes, telles que la construction des wharves, des quais, des maisons, des godowns, a rétréci considérablement l'importation des bois étrangers. Les bois mous sont tombés de 9,251,611 pieds carrés à 5,528,046 : ils viennent de Pujet-Sound, de l'Orégon et du Japon. Les bois durs ont subi aussi une baisse considérable : 30,000 pièces en 1865, contre 150,000 pièces en 1864 ; ils viennent du Japon, de Siam, et des détroits. Il s'est installé dans le voisinage de Singapore des scieries à vapeur qui débitent à prix raisonnables les beaux bois de l'Archipel Malais ; quand la Chine se mettra à construire des navires sur le modèle occidental, c'est de ces parages qu'elle devra faire venir les bois durs de ses chantiers.

Sucre.—Le sud du Fokien et l'ouest du Kwang-tung, centres principaux de production du sucre indigène, étant depuis un an désolés par les restes des bandes des Taëpings, l'importation du sucre étranger a par suite augmentée. Ainsi, tandis que le sucre de Swatow, d'Amoy et de Hong Kong, est en diminution sur 1864 de 185,609 piculs, le sucre étranger est en augmentation de 134,937. Pour cette année, l'importation totale du sucre à Shanghai aura été :—

							Piculs.
Sucre étranger	..	..	..	..	..	..	252,801
Sucre indigène	..	..	..	..	..	..	530,990
Total.	..	..	..	..	..	..	790,791

Pour le premier, plus de la moitié de l'importation totale provient des îles Philippines ; le reste est exporté de Singapore, de Siam, des détroits et de la Cochinchine. Comme les rebelles n'ont pas encore été anéantis et occupent toujours les mêmes positions, il est probable que la production du sucre indigène n'augmentera guère en 1866 et que l'importation du sucre étranger sera encore considérable.

Riz.—La grande diminution opérée sur les arrivages de riz étranger en 1865 fait juger de la rapidité avec laquelle les campagnes, maintenant tranquilles, reviennent à leur ancien degré de culture. Cette année, 706,342 piculs de riz étranger ont été importés : c'est 50 pour cent de moins qu'en 1864. La quantité de riz fournie par la province doit être considérable, car bien qu'étant encore au dessous de la moyenne des bonnes années, elle a suffi pour maintenir le riz à un prix assez bas pour que les importateurs ne pussent trouver un bénéfice suffisant ; mécompte bien inattendu, car dans les premiers mois de l'année l'aspect des campagnes indiquait encore l'absence d'une partie de la population et les premières récoltes s'annonçaient comme manquées. Cette année Siam n'a pas pris part à l'importation du riz, à cause de la disette qui y a regné et de la défense d'exportation qui en a été la conséquence : elle a été fournie par l'Inde, les Philippines et Hong Kong (sans doute Saigon et le Cambodge).

Le commerce du riz ne doit plus compter à Shanghai parmi les transactions assurées et, s'il faut s'en féliciter pour le bien être de la province, l'augmentation bien établie de sa richesse et, comme conséquence, les chances meilleures qui sont réservées aux autres transactions en général, la navigation y perd la source principale des frets dont les navires à voile profitaient les années précédentes.

Division de l'Importation entre les Pays Etrangers.

De tous les pays qui prennent part à l'importation des produits étrangers à Shanghai, la Grande Bretagne arrive en premier lieu par ses importations directes et par les importations des produits de l'Inde. Ce dernier pays envoie à la Chine du riz et de l'opium, qui cette année représentent une valeur de 17,769,726 taëls supérieure de 1,634,731 taëls à celle de 1864; c'est un revenu net, car l'Inde ne reçoit rien de l'Empire du Milieu.

Les importations directes de la Grande Bretagne atteindraient, d'après les statistiques, une valeur de 12,710,681 taëls; mais il faut lui ajouter la valeur des marchandises Anglaises importées d'abord à Hong Kong, puis ré-exportées à Shanghai et qui grossissent bien de 2,000,000 de taëls le chiffre que nous venons de donner. Il y a environ un million de taëls à porter cette année au bénéfice de la Grande Bretagne.

Des importations de l'Amérique atteignent le chiffre de 482,593 taëls; à peu près le même qu'en 1864, mais correspondant à des années de crise; ni l'un ni l'autre ne donnent une moyenne réelle de ce que l'Amérique peut importer en Chine.

Au chiffre de 132,643 taëls marqué par les statistiques à la table du Continent, il faut ajouter la valeur des marchandises diverses importées d'abord à Hong Kong, telles que les aiguilles, les allumettes, &c., &c., qui serait approximativement de 100,000 taëls au moins. Les importations directes du Continent ont pris cette année un accroissement bien sensible—50 pour cent; les draps et les Spanish stripes qui jusqu'ici ne figurent que pour un chiffre insignifiant figurent cette année pour plus de 60,000 taëls.

Le Japon a importé en 1865 pour une valeur de 2,257,986 taëls, surpassant l'importation de 1864 de 559,705; le bilan de son commerce avec Shanghai peut s'établir comme il suit :—

	Taels.	Taels.
Importation du Japon	..	2,257,986
Produits étrangers expédiés de Shanghai ..	1,915,898	
Produits indigènes, expédiés de Shanghai ..	223,856	
Total	2,139,254	2,257,986

Ces deux totaux se balancent à peu près; mais il faut ajouter aux exportations du Japon 11,326 balles de soie qui ont été expédiées à Shanghai, mais ne figurent pas comme chiffre dans les statistiques, n'ayant pas été débarquées, mais simplement transbordées paquebots qui les ont transportées à Suez.

Parmi les articles importés, nous trouvons à citer des cotonnades, des lainages, des métaux, du charbon de bois, du poisson salé, des bois, du seaweed, des ailerons de requin et du ginseng. Cette année le Gouvernement du Taicoun, pour payer une partie de l'indemnité de guerre, a fait vendre à Shanghai une assez grande quantité de sapèques de cuivre qui, bien que n'étant pas à la marque d'un Souverain de la Chine, n'en ont pas moins trouvé cours et sans trop de désavantage. Le ginseng du Japon, si apprécié par les Chinois comme remède, a grandement diminué de prix depuis quelques années, car sur les traités on le voit marqué au même tarif que le ginseng de Corée dont la valeur est plus du double. Les négociants qui l'importent se trouvent maintenant à payer des droits de 20 pour cent.

En 1865 beaucoup de navires à voile, au lieu de remonter jusqu'à Shanghai, ont déchargé leurs marchandises à Hong Kong; aussi les exportations s'élèvent-elles au total de 3,905,063 taëls, quand en 1864 elles n'étaient que de 1,922,092 taëls. Hong Kong n'est pas seulement un lieu

d'entrepôt pour les articles de l'Europe, c'est aussi le dépôt principal des marchandises expédiées de Bornéo, de Siam, de la Cochinchine, des détroits, qui, de là, sont réparties dans les ports où les conditions de vente sont les meilleures.

Les importations des Philippines, d'une valeur de 369,790 taëls qu'elles représentaient en 1864 sont montées en 1865 au chiffre de 575,616; elles consistent surtout en sucre, riz, noix de bétel, indigo et cordages.

L'Australie importé du charbon; nous avons vu plus haut quel a été le progrès de son commerce.

Siam, par l'impossibilité d'exporter du riz, voit ses importations tomber de 638,375 taëls qu'elles représentaient en 1864 à 65,320 taëls. Singapour a souffert de la dépression du commerce du riz étranger à Shanghai; ses importations qui en 1864 s'élevaient au chiffre de 1,115,080 taëls, n'atteignent plus que 522,686 taëls. La diminution pour ces deux pays est de 1,165,449 taëls.

L'augmentation pour tous les autres, est de 5,656,915 taëls. C'est donc pour les importations étrangères de 1865 un progrès total de 4,491,456 taëls.

Exportation.

Soies.—Comme valeur générale, l'exportation des produits Chinois vers les pays étrangers pour 1865 ne diffère que d'un million de taëls sur celle de 1864, la grande réduction opérée sur les envois de thé et de coton, étant à peu près compensée par la valeur de 20,000 balles de soies expédiées en plus.

La saison des soies ouverte quand le commerce de Shanghai était en plein cataclysme, débuta par des prix et une précipitation qui firent encore crier à la témérité. Les premiers achats furent si empressés que les courtiers Chinois ne donnaient pas même le temps d'examiner les balles et disaient: "Prenez de suite ou nous offrons à d'autres;" les soies paraissaient du reste belles et de bonne qualité. Les paquebots postes des services de Suez pouvaient à peine suffire aux offres qui leur étaient faites: un steamer des Messageries Impériales chargea jusqu'à 5,000 balles; 22,000 balles furent ainsi exportées dans les mois de Juin et de Juillet. Devant cette excitation, les Chinois firent arriver les soies en toute hâte sur le marché. Une certaine quantité, reçue par des pluies torrentielles, se trouva humide et, livrée trop vite aux steamers, arriva en Europe frappé de détériorations; un peu de fraude de la part des paysans qui pour rendre les balles plus lourdes en auraient mouillé l'intérieur, pourrait bien aussi s'être ajouté aux effets de l'humidité du temps. Ces mêmes pluies furent si continues et si fortes qu'elles ruinèrent une partie considérable de la seconde récolte, celle du mois d'Août, qui ne fut pas moitié de ce que l'on espérait.

L'exportation de l'année qui devait être de 55,000 à 60,000 balles, n'a été que de 43,000. Au commencement de l'année, les stocks étaient épuisés; quelques certaines de balles qui restaient encore sur place atteignirent des prix extravagants et pesèrent forcément sur les prix d'ouverture de la saison. Les "Tsatlees" No. 3, dont la production est la plus grande, ont débuté par 430 taëls et ont monté à 515 taëls à la fin de Juillet, à 570 taëls en Octobre, et à 600 taëls à la fin de Décembre.

Les transactions de soies se trouvaient par ailleurs dans de bonnes conditions. Les avis d'Europe annonçaient que la production du Continent serait bien au dessous de la moyenne, et que cette maladie terrible et inconnue des vers continuait à affliger les magnaneries d'une mortalité désespérante. D'une autre part, le change sur l'Europe était bas, — 7 francs 80 par taëls, — et il y avait assez de numéraire à Shanghai pour

l'empêcher de monter beaucoup. L'écoulement des soies aura été en fin de compte très satisfaisant; on parle pour certaines d'entr'elles de 4 à 5 shillings de bénéfice par livre. Le producteur Chinois ravi des prix qu'il a obtenus en 1865, va sans doute appliquer tous ses soins à la saison prochaine, qui sera très abondante si les mauvais temps n'entravent ses efforts.

Il reste aux négociants à bien s'assurer si les soies de Chine seront aussi nécessaires aux manufactures de l'Europe et, pour cela, du résultat plus ou moins grand qu'auraient donné les graines du Japon; il sera prudent en tout cas d'aborder les achats avec moins de confiance que par le passé.

12,055 balles de soie du Japon ont traversé le port de Shanghai en 1865; quelques centaines de balles seulement ont été débarquées.

Thés.—Les pertes immenses sur les thés de 1864 provenant principalement de ce que la quantité expédiée était au dessus des capacités du marché de Londres, il n'est pas étonnant que l'exportation des thés présente en 1865 une dépression considérable. Cette dépression ne porte toutefois que sur les thés noirs, dont le total, de 262,147 piculs, est de 25 piculs pour cent plus faible que l'année précédente; ce sont les thés consommés en Angleterre et en Russie.

Pour les thés verts qui se consomment en Amérique et se sont trouvés dans des conditions excellentes d'écoulement grâce à la cessation des hostilités, l'exportation est en grand progrès comme nous le verrons plus loin.

Nous n'avons à faire sur les thés que quelques observations générales, car Shanghai n'en est que le dépôt; c'est de Hankow et de Kiukiang que viennent les thés noirs, de Kiukiang et de Ningpo que viennent les thés verts.

Thés Noirs.—Bien que les recommandations de prudence fussent à l'ordre du jour, surtout à l'endroit des thés, les thés noirs expédiés de Hankow au début étaient chers, plus chers que l'on ne devait s'y attendre. Après les premiers envois il y eût dans les achats plus de modération. Bientôt après, la nouvelle réduction des droits ramena un peu d'activité et les prix qui tendaient à baisser remontèrent encore.

Dans les accusations que l'opinion publique à l'étranger dirige depuis plusieurs années contre le commerce de Chine, elle ne tient peut-être pas assez compte des conditions particulières qu'il rencontre dans ce pays.

A l'approche de la saison des thés le négociant, ne parlant pas la langue Chinoise, est obligé d'avoir recours à des agents indigènes pour se faire expédier les thés de l'intérieur et est par conséquent, pour les prix d'ouverture, à la merci de ces agents qui savent s'entendre de façon à ce que les prix ne baissent pas sur la saison précédente. Comme on sait aussi que les thés arrivés les premiers à Londres se vendent toujours avec profit, c'est à qui en achètera et surtout achètera vite. Il en serait de même en Europe et partout ailleurs, et il se crée par cela même au commencement de chaque saison une concurrence dont sait profiter le négociant indigène.

Quand la première ardeur est passée, la demande se ralentit et les prix devraient baisser, mais le Chinois est tenace. Il maintient les demandes assez longtemps pour que l'étranger doive s'y soumettre; il sait même les faire monter jusqu'à la fin de la saison. Comment remédier à cet état de choses? Se passer des agents Chinois et faire ses affaires soi-même; la difficulté de la langue et les pratiques multiples du commerce Chinois y mettent un obstacle que jusqu'ici on n'a pas essayé de surmonter; battre les Chinois avec leurs propres armes en se concertant pour ne leur donner que certains prix, est un système incompatible avec l'esprit de liberté commerciale de l'époque et qui échouerait certainement.

Le négociant étranger est véritablement impuissant devant son adversaire.

Cette année les thés noirs, d'abord à 32,000 taëls le picul, avaient augmenté de 6 taëls à la fin de l'année; mais, grâce à la réduction de l'exportation et à leur préparation plus soignée, ils se sont jusqu'ici vendus avec bénéfice.

Thés Verts.—Les achats des thés verts ont été plus hereusement conduits, grâce à la tournure incertaine des affaires des Etats Unis qui paralysa les achats dans les premiers mois de l'année, fit descendre les prix jusqu'à causer de grandes pertes aux détenteurs Chinois, et permit aux exportateurs d'opérer avec sécurité dans leurs premiers marchés. Quand la conclusion de la paix vint assurer à ces thés un écoulement facile, les prix haussèrent, mais les besoins de l'Amérique étaient si considérables que tous ont donné des profits.

En 1865, l'exportation des thés verts se monte à 209,418 piculs, contre 151,089 piculs en 1864; 104,259 piculs ont été expédiés aux Etats Unis, 85,820 piculs en Angleterre.

La saison s'est inaugurée pour les Ping-souey à deux ou trois taëls plus bas que l'année précédente; à la fin de l'année, ils étaient en moyenne de 35 taëls par picul.

En examinant les causes qui ont amené la crise des thés, on reconnaîtra que, pour les thés verts, le commerce a plutôt été victime des circonstances que de ses fautes. L'Amérique qui touchait aux moments les plus solennels de la guerre civile, cessa complètement ses achats sur la place de Londres devenue l'entrepôt général de ces thés, laissant sur les bras des négociants des stocks considérables qu'ils ne pouvaient plus liquider. Pour les thés noirs, nous avons dit ci-dessus que l'exportation fut trop forte et pour les besoins de l'Angleterre et pour les demandes de la Russie que l'on s'était beaucoup exagérées.

L'esprit de spéculation qui régnait alors à Shanghai fit entrer dans les affaires de thés des concurrents novices et inexpérimentés dont les opérations, toutes de hasard, déroutèrent la prudence habituelle des anciens; de là des prix absurdes, des qualités inférieurs, une exportation mal calculée. Comme ces spéculateurs fâcheux ont été presque tous emportés par la faillite, que ceux qui restent ne trouvent plus aussi facilement de l'argent pour leurs entreprises téméraires, le commerce des thés tend graduellement à reprendre les allures sages et saines qu'il avait autrefois.

Coton.—Les exportations de coton vers l'Europe continuaient encore vers le commencement de l'année; dans les mois de Janvier et de Février près de 90,000 piculs prirent le chemin de l'Angleterre. On connut peu après la marche plus rapide des événements sur le territoire du Sud, les succès décisifs des "raids" du Général Sherman, la prise de Savannah, la prise du Fort Fisher, la prise de Charleston, et enfin la prise de Richmond, et la pacification du Sud, qui coupèrent court à toute tentative nouvelle d'exportation. De 18½ taëls le picul, le coton descendit immédiatement à 13 et 14 taëls; les stocks amassés à Shanghai furent alors dirigés vers certains ports de la Chine, notamment Hankow, qui peut-être recouvrera ainsi une partie des mêmes balles qu'il avait précédemment exportées.

Le saison d'automne a été assez active; les ports du sud avaient à refaire leurs approvisionnements qui n'avaient pas été renouvelés les années précédentes; mais les exportations de Shanghai sont restées au dessous de ce qu'elles auraient dû être, car une bonne moitié de la récolte des cotons du Kiang-nan a été abîmée par ces mêmes pluies qui ont tant nui aux soies, ou inondée en partie par la chute d'une large étendue des digues de la baie d'Hang-Tchéou.

Les prix excessifs payés par les négociants, leur qualité inférieure, marquaient les cotons de Chine comme les premières victimes de la reouverture des ports du sud de l'Amérique; mais les pertes qu'ils ont fait subir ne paraissent pas avoir moins sévi à Shanghai sur les Hong^s* Chinois que sur les négociants étrangers. Parmi ceux-là, beaucoup furent déjà ruinés en 1863 par la mauvaise foi des paysans qui, trouvant tout d'un coup des prix meilleurs que ceux dont ils étaient convenus d'abord, rompirent leurs contrats et, mettant les hong^s dans l'impossibilité de remplir leurs engagements, les forcèrent à se fermer.

En 1865, les hong^s qui possédaient des stocks considérables ou avaient déjà conclu des contrats avec l'intérieur à des prix trop élevés, se trouvèrent aussi poussés à la ruine. Comme richesse, la place de Shanghai n'aura donc pas profité des affaires considérables de coton dont elle était le centre; le numéraire dépensé à l'acheter a été s'engloutir dans l'intérieur et n'a pas pu contribuer à relever la province des désastres de la rébellion.

Les cotons de Tientsin et de Tchefou, qui en 1864 étaient ré-exportés à l'étranger, ont été cette année expédiés aussi à Hong Kong et aux ports voisins.

Comme exportation de coton vers l'étranger, 1865 est naturellement en grande baisse sur 1864; 100,137 piculs contre 336,503 piculs. Si, comme il est probable, le Chine ne doit plus envoyer de tribut au "Roi Coton" des pays occidentaux, l'année 1866 fera rentrer le commerce de l'Europe et de l'Amérique dans ses deux éléments ordinaires d'exportation, le thé et la soie. Sortant de ces deux articles nous ne trouvons plus sur les statistiques que des articles insignifiants, quelques piculs de musc, de rhubarbe. Le China grass que des compagnies en Europe se préparent à employer comme textile, figure pour 5 piculs seulement. Les progrès de la Chine vers l'adoption des articles manufacturés de l'Europe sont donc encore plus rapides que ceux de l'Europe vers l'adoption des produits Chinois.

II.—*Commerce de Shanghai avec les Ports de la Côte (Coast Trade).*

En comparant les tables spéciales des statistiques qui résument le commerce de Shanghai avec les ports de la côte et du Yang-tze pour les années 1864 et 1865, on voit de suite que l'importation des produits Chinois a baissé d'une valeur de 4,755,916 taëls. Les ports de Canton, de Swatow, d'Amoy, situés dans les provinces du Kwang-tong et du Fo-kien ravagées dans l'année par les Taipings, sont en diminution de 1,577,843 taëls. Formosa est en diminution de 242,341 taëls; Hankow, le port des thés noirs, est en baisse de 3,371,604; Kiukiang, le port des thés verts, est en augmentation de 464,931 taëls. Tientsin, qui n'a plus exporté autant de coton qu'en 1864, est en baisse de 673,704 taëls.

L'importation des produits Chinois à Shanghai s'élève à la valeur totale de 25,846,378 taëls répartie en trois parts; une dirigée sur les pays étrangers du chiffre de 15,435,705 taëls, une ré-exportée à d'autres ports du chiffre de 4,766,988 taëls, et la troisième du chiffre de 5,643,595 taëls gardée pour la consommation locale et celle de la province; en 1864 elle était de 11,643,555 taëls. L'exportation des produits Chinois vers les autres ports représente une valeur de 7,702,554 taëls; elle est sur 1864 en baisse de 1,834,516 taëls. Enfin, tout l'avantage reste aux marchandises étrangères ré-exportés, dont le chiffre total est de 24,991,620 taëls et dépasse celui de 1864 de 7,899,667 taëls.

En feuilletant les différentes tables du "coast trade," nous pourrions

* "Hong," maison de commerce indigène.

entrer dans quelques développements sur les chiffres que nous venons de citer ; nous le ferons toutefois d'une manière rapide, car le commerce de chacun des ports est analysé par nos collègues qui sont plus à même que nous de donner sur tel et tel produit intéressant des renseignements précis. Il est cependant une table dont le détail rentre spécialement dans notre travail, c'est la table No. IV.

Table IV.—“Produits indigènes exportés de Shanghai vers les autres ports.” Les principales productions de la province du Kiang-nan y sont mises en évidence : se sont la soie, les étoffes de soie, le coton et les nankins. La soie qui ne représente 151 piculs, d'une valeur de 234,367 taëls, a été exportée par des vapeurs autres que les paquebots-poste à Hong Kong, d'où elle a sans doute été dirigée sur l'Europe. Les étoffes de soie sont réparties dans tous les ports et atteignent la valeur de 1,124,907 taëls, contre 962,388 taëls en 1864. Le coton a été distribué aussi dans tous les ports et s'élève au chiffre de 182,085 piculs. Les Nankins ont augmenté, comme quantité, de 1,596 piculs et diminué, comme valeur, de 373,740 taëls par suite de l'abaissement du prix du coton.

L'exportation du blé vers les ports du sud est considérable, 100,181 piculs. Celle de la monnaie de cuivre est en baisse sur 1864 ; 115,108 ligatures d'une valeur de 95,528 taëls, quand en 1864 l'exportation était du poids de 133,644 piculs, et en valeur 1,603,728 taëls ; ceci prouve que dans des districts voisins de Hankow et de Kiukiang où la monnaie de cuivre avait seule cours, l'argent passe plus facilement qu'auparavant ; c'est un pas de gagné sur la routine Chinoise. Le Kiang-nan exporte encore beaucoup de produits dont les quantités apparaissent en chiffres respectables, mais dont les valeurs sont comparativement minimes. La fabrication des instruments de musique doit y être renommée, car 47,508 flûtes ont été expédiées aux ports du Yang-tze et 50,000 instruments à Canton. Citons encore comme articles notables les éventails, les lunettes et les pinceaux à écrire.

Ce qui précède ne s'applique qu'aux ports du sud et du Yang-tze ; pour les ports du nord, les exportations sérieuses de Shanghai se bornent à des étoffes de soie, des nankins et du grass cloth. Pour Tientsin, par exemple, les envois de Shanghai seraient insignifiants s'ils n'étaient grossis par la ré-exportation des produits étrangers.

Table VI.—Celle-ci est détaillée dans la Table VI et si l'on additionne à part les importations de l'Europe, de l'Amérique et de l'Inde, c'est à dire les cotonnades, les lainages, l'opium et les métaux, et que l'on compare les totaux avec ceux de 1864, on trouve une hausse considérable pour tous les ports qui s'approvisionnent à Shanghai. Pour Ningpo, c'est une hausse de 456,940 taëls ; pour Hankow, 1,886,437 taëls ; pour Kiukiang, 331,289 taëls ; pour Tcheun-kiang, 1,770,701 taëls, hausse énorme due à l'opium surtout, mais aussi aux cotonnades dont l'importation avait jusqu'alors été presque nulle ; pour Tchefou 800,901 taëls, à peu près 80 pour cent ; pour Tientsin c'est 125 pour cent, une hausse de 3,424,052 taëls, en 1864, la valeur de ces articles ne se montait qu'à 2,920,809 taëls ; enfin le modeste port de Newchwang a lui aussi une hausse de 200 pour cent, 610,711 taëls—en 1864 ces articles ne représentaient que 329,926 taëls. Les shirtings et les T-cloths, jusqu'alors peu ou point importés, figurent pour une valeur de 20,275 taëls.

Table No. I.—Parmi les articles énumérés dans la Table No. 1, la soie, le coton et le thé ont été ré-exportés aux pays étrangers, le reste appartient à la consommation Chinoise. Nous remarquons la porcelaine de Kiukiang—313,464 taëls,— la monnaie de cuivre et la cuttle fish de Ningpo, l'indigo du Kwangtong, les médecines des ports du sud, le fungus,

l'huile, le papier, la rhubarbe, le suif végétal et la cire de Hankow, la soie jaune du Sze-tchouen, qui cette année représente 447 piculs d'une valeur de 178,876 taëls, le sucre d'Amoy de Swatow et de Hong Kong, les bois de Foochow, &c.

Pour les ports du Nord, nous citerons les gateaux de pois, les pois, le millet et le riz de Newchwang; les autres articles sont d'une valeur minime. Les souliers de satin, les savons et les dattes de Tientsin n'atteignent que des valeurs peu importantes.

Cette table qui, sans contredit, est celle qui donne le plus de travail à la douane, renferme les nombreux articles plus ou moins connus, composant la nourriture des Chinois ou entrant dans leurs industries; elle pourrait servir d'index au chimiste, au naturaliste, au savant qui voudraient étudier les ressources et les productions de ces pays.

III.—*Navigation.*

Nous craignons que le beau temps des frets ne soit passé pour les navires à voiles qui les années précédentes, trouvaient un emploi si rémunérateur dans les ports de la Chine. Cette année, toutes les causes se sont combinées pour leur être défavorables; d'abord la dépression du commerce du riz qui occupait beaucoup de navires entre Singapore, Hong Kong, et Shanghai; la cessation de l'exportation du coton vers l'Europe, et surtout la concurrence écrasante d'un grand nombre de vapeurs qui naviguent d'un port à l'autre à des prix si réduits que les Chinois peuvent avec avantage leur confier jusqu'à ces marchandises de peu de valeur qu'on désigne sous le nom de "Chowchow articles." Ce sont là les vraies causes qui ont porté préjudice aux frets des navires à voiles; la proclamation des autorités de cette province défendant aux négociants indigènes de se servir des bateaux étranger pour le transport des gateaux de pois n'a eu qu'un effet secondaire; elle n'était qu'une sorte de concession faite aux lamentations des millions de jonques qui pourrissent faute d'ouvrage le long des rives du Whampow. En 1866 ces causes continueront à exister, mais les résultats en seront encore plus apparents. La situation est maintenant bien accusée, tandis que dans le commencement de 1865 on pouvait garder des espérances de frets pour le coton et le riz; en Juillet il y avait dans le port plus de 150 navires à voiles, nombre qu'on ne reverra sans doute plus de longtemps. Est-il besoin d'ajouter que dans les conditions que nous venons de décrire, les frets ont atteint le taux le plus bas. Des navires n'ont pu trouver que 1*l.* 10*s.* pour Londres; les premiers clippers chargés de thés ont été seuls favorisés et ont obtenu jusqu'à 3*l.* D'autres navires ont dû se contenter de frets insignifiants pour apporter les bois de Foochow; beaucoup enfin sont partis vers l'Europe ou vers certains ports de l'Amérique. Cette grande diminution dans le nombre des navires à voiles otera à Shanghai de son animation; leur personnel flottant entretenait les stores et plusieurs autres professions qui déjà ont été forcées de suspendre leurs affaires, et augmentait la circulation sur les quais et dans les concessions.

En revanche, le mouvement des vapeurs reste très actif, bien que leur nombre ait aussi diminué. Après les traités de Tientsin et de Yeddo, on en avait commandé trop en Angleterre et en Amérique. Depuis lors, plusieurs ont été vendus aux Japonais, d'autres moins heureux, ont été perdus dans le Yang-tze-kiang et sur la côte. Cette année notamment aura été néfaste; le *Chanticleer*, le *Corea*, le *Fokien*, le *Lalla Rookh*, se sont perdus coup sur coup dans les ouragans de Juin et de Juillet. Il y a maintenant à Shanghai près de trente-cinq steamers, nombre qui paraît

être en balance rationnelle avec les besoins du commerce ; nous n'y comprenons pas ces jolis petits remorqueurs destinés à la navigation des canaux et qui sont condamnés à l'inaction depuis que l'accès des districts de soies leur a été fermé. Des lignes régulières sont dirigées sur le Japon, sur Tchéfou et Tientsin, sur les ports du Yang-tze, sur Hong Kong, sur Ningpo et sur Foochow ; elles conservent dans le port un va et vient continu, qui maintient le tonnage total de 1865 peu au dessous des chiffres de l'année précédente comme le montre le tableau suivant :—

1865.	Entrés	..	..	..	1,740 navires, tonnage 848,456 Tx.
	Sortis	..	..	..	1,810 „ 887,747 „
1864.	Entrés	..	..	..	2,137 „ 899,331 „
	Sortis	..	..	..	2,104 „ 888,728 „

Comme perspectives qui puissent intéresser la navigation, on peut citer la venue prochaine des Paquebots-poste Américains. On peut se demander aussi dans quel rapport elle sera affectée par la permission qui doit être bientôt concédée aux Chinois par leur Gouvernement de posséder des navires étrangers ; pour le moment ils n'ont pas encore le droit de modifier les formes nationales de leurs jonques.

Numéraire.—La complaisance très grande de plusieurs banquiers nous a procuré sur le numéraire, des données exactes que les statistiques n'ont pas été à même de fournir. En 1865, le numéraire importé des pays étrangers, Hong Kong compris, s'éleverait à 9,684,470 taëls ; le numéraire importé des ports Chinois à 8,959,393 taëls : en tout 18,643,863 taëls. Le numéraire exporté à l'étranger, Hong Kong compris, se monterait à 12,067,843 taëls ; le numéraire ré-exporté aux ports Chinois à 3,965,847 taëls : en tout 16,033,690 taëls. Avec ces renseignements, le compte général du commerce de Shanghai peut s'établir comme il suit :

Commerce Etranger.

	Taëls.
Numéraire importé des pays étranger	9,684,479
Valenr des marchandises importées des pays étrangers, moins les ré-exports aux pays étrangers	35,225,965
Total	44,910,435
Numéraire exporté aux pays étrangers	12,067,843
Produits Chinois exporté aux pays étrangers	29,559,622
Total	41,624,465

Commerce de Shanghai avec les Ports Chinois.

	Taëls.
Numéraire importé des ports Chinois	8,959,393
Produits Chinois importés, moins ceux ré-expédiés à d'autres ports	21,079,390
Produits étrangers importés des ports Chinois	382,660
Total	30,421,443
Numéraire exporté aux ports Chinois	3,965,847
Produits indigènes exportés à ces ports	7,702,554
Marchandises étrangères ré-exportées à ces ports	24,991,620
Total	36,660,021

De ces deux séries de calcul on peut déduire facilement les conditions du numéraire pour l'année 1865. D'une part, la valeur des marchandises importées des pays étrangers dépassant celle des produits indigènes qui y

ont été exportés ; de l'autre, la valeur des marchandises indigènes et étrangères expédiées de Shanghai aux autres ports dépassant celle qui en était reçue et obligeant par conséquent ces derniers à faire des retours d'argent : tout, on le voit, s'est réuni pour faire affluer le numéraire à Shanghai. Que l'on ajoute à ces causes l'absence totale de des spéculations locales qui, les années précédentes, remuaient de si grosses sommes, et l'on tirera comme conséquence que le change a dû rester très bas. En effet, de Sh. 7 taëls 2 mace 4 candarines (8 francs 67 centimes) qu'il était en 1864, il est tombé à Sh. 6 taëls 2 mace (7 francs 80 centimes) et Sh. 6 taëls 4 mace (8 francs), et ne s'est relevé qu'un mois seulement, en Juillet où il a atteint Sh. 6 taëls 6 mace (8 francs 10 centimes). Les onze banques établies à Shanghai ont négocié peu d'affaires ; pour se débarrasser de l'argent qu'elles gardaient sans emploi dans leurs coffres, elles ont pris le parti de l'envoyer dans l'Inde et de le vendre au Gouvernement Colonial pour en faire de la monnaie : 9,761,796 taëls ont été expédiés de cette façon et les envois se continuaient en Janvier, 1866. Comme ainsi le numéraire resté en excédant à Shanghai s'est en partie écoulé et que, d'après les avis des malles, les expéditions d'Europe seraient peu considérables, le change, au moment des affaires, a toute chance de monter.

Droits.—Le total général des droits perçus par la douane de Shanghai s'élève à H. 2,167,841 taëls et dépasse celui de 1864 de H. 86,468 taëls.

IV.—Nationalités Etablies à Shanghai.

Embrassées dans un coup d'œil général et, qu'on nous permette l'expression, à vol d'oiseau, les nationalités qui prennent part au commerce de Shanghai arrairaissent sous cinq catégories : les Anglais, les Américains, les Allemands, les Français et les Chinois ; sous la catégorie des Allemands, on fait entrer les maisons hollandaises, sous la catégorie des Français on comprend les Suisses ; ceci bien entendu, comme usage adopté et non comme distribution raisonnée. Au mois de Décembre, on comptait à Shanghai 88 maisons de commerce—11 banques, 13 courtiers, 13 maisons de commission, 14 stores, 21 maisons de professions différentes, 13 docks et 3 ateliers de réparation de navires. Les concessions étaient habitées par 2,500 étrangers et 120,000 Chinois.

Anglais.—Les Anglais ont facilement le gros lot du lingot volumineux qui chaque année passe par le creuset du commerce à Shanghai. Leurs maisons sont les plus anciennes ; les plus puissantes d'entr'elles sont branches de ces maisons colossales fondées alors que la Chine était encore enveloppée de mystère pour l'Europe, par de hardis spéculateurs qui devinrent des "merchant princes." Elles ont traversé ces époques heureuses où la Céleste Empire était une mine d'or ; la mine est toujours riche, mais elle ne donne plus que du cuivre et est pénible à exploiter : leur avance est donc considérable. D'autre part, la Grande Bretagne est vraiment le seul pays qui importé en Chine ; à coté d'elle l'Amérique et le continent n'arrivent qu'à des chiffres insignifiants. C'est, par suite, le seul qui s'y soit créé des échanges réels et encore sont-ils à son grand avantage, car avec ses importations directes et l'opium, nous avons vu qu'à Shanghai elle fait entrer une valeur de 36,000,000 de taëls, quand elle n'en exporte qu'une valeur de 22,500,000. Fournissant donc à ses negociants des marchandises qui leur font réaliser des bénéfices et aussi leur procurent sans frais l'argent avec lequel ils achètent les produits indigènes, ceux-ci ont de tout temps eu la facilité de faire arriver en Europe dans de meilleures conditions le thé, la soie et le coton et, par suite, d'absorber la moyenne partie des transactions de la Chine, en même temps par que eux.

Londres est resté l'entrepôt général des exportations de l'extrême Orient. Ses nombreuses colonies qui enserrant cette partie du monde, étendent encore le cercle de leurs affaires par les produits qui s'en exportent et viennent augmenter leurs moyens d'échange. Enfin les affaires locales, celles de port à port, au lieu d'être comme pour les autres une question de chance, sont pour eux le corollaire naturel de ces avantages divers qui les mettent aussi à même d'entretenir dans ces mers une flotte marchande considérable, dont le tonnage est la moitié du tonnage total étranger. Sur 88 maisons de commerce, 58 sont Anglaises ; nous y comprenons 7 maisons de Parsees importantes. Les maisons de courtage, de commission à quelques exceptions près, toutes les banques moins une, sont Anglaises ; 3 docks, 1 atelier de constructions, et 2 ateliers de réparations sont dirigés par des sujets et fonctionnent par des capitaux Britanniques.

Américains.—Les Américains ont à Shanghai comme partout ailleurs la supériorité de la navigation ; on ne peut faire concurrence à certains de leurs steamers qu'en leur opposant des steamers de mêmes formes et de même modèle. Sur la ligne du Yang-tze sept steamers sur dix sont Américains ; d'autres sont distribués sur les lignes de Ningpo, de Hong Kong et du Japon ; presque tous portent des machines construites d'après le système hardi du balancier suspendu (beam engine) et c'est l'un d'eux, le *Suwonada*, qui tient le premier rang comme rapidité dans les voyages de la côte ; sa moyenne est de 14 nœuds. La flotte à voiles des États Unis qui trouve maintenant les mers libres, va revenir à son ancienne importance ; les clippers avaient arboré des pavillon étrangers pendant la guerre. Cette année le tonnage des navires à voiles et à vapeur est resté le même qu'en 1864 et est la moitié du tonnage des navires Anglais.

Les Américains ont à Shanghai 6 fortes maisons de commerce, plusieurs grands stores. Les maisons de commerce reçoivent de l'Amérique certaines cotonnades, des bois mous, du blé, de la farine et du mercure ; elles expédient en retour des thés verts et du straw braid ; cette année un chargement de thés noirs a été pour la première fois expédié à San Francisco. Toutefois, leurs transactions ne se bornent pas aux échanges directs de leurs pays ; elles prennent part au commerce d'importation et d'exportation de l'Angleterre.

La ligne des steamers du Pacifique va sans doute augmenter rapidement les relations d'affaires des États Unis avec la Chine ; ils exporteront tout d'abord une assez grande quantité de soies que les malles Anglaises ont jusqu'ici fait passer par Londres et si, comme on peut y compter, ils répondent comme vitesse et confort à ce que les Américains savent si bien exécuter, ils seront de la plus heureuse influence pour le commerce en général et en particulier pour celui des Américains à Shanghai.

Allemands.—A en juger par les renseignements des statistiques, le commerce allemand serait presque nul et se renfermerait dans quelques produits d'une valeur relativement minime ; mais les allemands, ne trouvant pas chez eux des éléments suffisants de transaction, vont tout bonnement les chercher ailleurs et se procurent ainsi des moyens de trafiquer. Leurs maisons de Shanghai se font envoyer d'Angleterre des articles manufacturés et y expédient les produits de la Chine ; elles ont aussi des correspondants et des succursales au Japon, à Siam, à Singapore, à Hong Kong, et dans les autres ports de la Chine ; aussi les navires allemands employés sur la côte et dans les ports voisins ont-ils toujours été nombreux, mais comme ce sont des navires à voiles, c'est sur eux que la rareté des frets a surtout pesé. En 1864, on comptait 285 navires entrés, de 75,714 tonneaux ; 293 navires sortis, de 81,662 tonneaux. En 1865, il n'y a plus que 133 navires entrés, de 43,180 tonneaux ; 139 navires sortis de 42,148 tonneaux ; et ces chiffres seront encore diminués en 1866.

Avant la concurrence si redoutable des vapeurs, ils étaient en faveur près des Chinois pour la modicité de leurs frets et le caractère bienveillant et doux de leurs capitaines. Les navires allemands portent presque tous les pavillons de Hamburg et de Brème et arrivent chargés des articles de l'Allemagne qui trouvent des débouchés en Chine. Nous en avons déjà cité quelques uns tels que les lainages, les draps, les Spanish stripes, les allumettes et les aiguilles ; nous pouvons y ajouter quelques calicots, du plomb, du zinc de silésie, des verreries et des stores. Comme Shanghai ne fournit rien à ces navires pour leur voyage de retour, ils ont à se chercher des frets le long de la côte ou dans un port étranger.

Les Allemands à Shanghai ont 15 maisons de commerce, 4 sont sous la protection Anglaise et sont des succursales de maisons établies à Londres ; quelques professions, quelques stores sont aussi tenus par eux.

Les Hollandais que nous avons réunis sous la même catégorie, ont deux maisons et une compagnie de commerce. En 1865, le tonnage de leurs navires a été de 16 navires entrés de 5,139 tonneaux ; 19 navires sortis, de 6,204 tonneaux ; ils viennent généralement de Bornéo et des colonies voisins.

Français.—La France, le pays des idées, en importe beaucoup en Chine par ses missionnaires, mais elle s'occupe peu d'y importer des cotonnades et des lainages et laisse à d'autres nations plus positives, le champ libre à ces transactions profitables mais vulgaires. La table des importations du commerce étranger marque à son avoir un zéro parfait ; à l'exportation, l'article "soies et cocons" s'élève à la colonne qui lui est spéciale au chiffre de 5,844 piculs et 2,415,198 taëls et, bien que ce chiffre soit médiocre, puisque l'exportation totale a été de 43,000 balles et que la France a dû en consommer plus de la moitié pour ses manufactures, il pourrait encore donner aux personnes qui le liraient à l'étranger, une idée exagérée de son commerce à Shanghai. Or, de ces 5,844 piculs qui se traduisent aussi par 7,300 balles, les maisons françaises n'ont exporté que 2,500 balles ; le reste a été expédié par des Anglais, des Américains et des Allemands. Ces maisons sont au nombre de cinq ; on compte en plus trois stores, une banque importante succursale du Comptoir d'Escompte, et une agence des Messageries Impériales. C'est peu pour la France, qui il y a cinq ans envoyait une armée planter ses drapeaux sur les murs de Péking, et faut-il réellement espérer qu'elle aura un jour un commerce sérieux avec la Chine ?

S'il devait en être ainsi, elle commencerait par Shanghai, car ne consommant pas de thés, c'est ici seulement qu'elle pourrait trouver à échanger des produits indigènes contre les siens, mais nous devons dire en conscience que nous avons eu à cet égard plus d'illusions qu'aujourd'hui.

En 1861, elle avait une dizaine de maisons de commerce qui paraissaient solides, quelques stores bien montés ; les chiffres que nous venons de donner n'annoncent pas que sa position ait avancé, bien au contraire ; la guerre de Chine aura en somme attiré beaucoup d'étrangers vers ces pays, mais pas de Français. Des essais sont cependant faits de temps à autre sur une échelle restreinte pour l'introduction de ses étoffes de coton et de laine, mais celles-ci sont encore trop chères pour pouvoir entrer en concurrence avec celles de la Grande Bretagne, et il faut laisser au "free trade," que les négociants de la métropole subissent plutôt qu'ils n'acceptent, le soin d'en abaisser suffisamment les prix de fabrication. Jusque là mes compatriotes qui voudront envoyer des étoffes en Chine, devront comme les Allemands aller les acheter hors de chez eux, et nous supposons que cette compagnie qui s'organisait, disait-on, pour monopoliser les soies de Shanghai et les détourner de Londres au profit des marchés de Lyon et de Marseille, aurait tout d'abord passé des contrats avec les fabriques de

Manchester, afin de se mettre à jeu égal avec les négociants Anglais. Mais tenant pour certain, comme on le peut avec sécurité, que les fabriques de Rouen, Mulhouse, etc., privées maintenant de protection pour l'écoulement de leurs produits, arriveront avant peu à les livrer à aussi bon marché que tout autre pays, verra-t-on pour cela des Français venir les vendre en Chine? Hélas! nous ne voudrions pas non plus l'affirmer et ce qu'on pourrait bien voir alors, ce serait les cotonnades et les lainages en question passant par Londres pour prendre le chemin de l'Extrême Orient. Les importations actuelles de la France à Shanghai ne sont pas aussi nulles que les statistiques sembleraient l'indiquer; ses articles de modes, de bijouterie, les vins qui garnissent les stores représentent encore une certaine valeur; mais les importateurs sont étrangers. Cette apathie des Français à sortir de chez eux n'est pas un caprice passager et ce n'est pas en un moment qu'on peut la faire disparaître, car elle est le résultat de la politique longtemps suivie et qu'une école nombreuse conseille encore, de renfermer le commerce et les idées de la France dans le cercle le plus restreint, dans le but prétendu d'augmenter ses forces en les condensant. A la longue, l'audace et l'intelligence nécessaires aux entreprises commerciales tentées au loin se sont perdues; à la longue aussi, à l'esprit large des affaires s'est substitué un esprit plus mesquin, plus chicanier; nous avons entendu maintes fois des expéditeurs de soies déclarer que les transactions rencontraient plus d'ennuis en France qu'en Angleterre et nous les avons vus après avoir essayé une année d'envoyer des soies à Lyon ou à Marseille, revenir de dégoût l'année suivante aux envois directs vers Londres.

On peut voir d'ailleurs par le tableau suivant que depuis l'institution de la ligne des Messageries Impériales, la quantité de soies de Chine et du Japon expédiée (nous ne disons pas débarquée) à Marseille n'a pas augmenté; les dates sont prises du 1 Juillet d'une année au 30 Juin de l'année suivante.

1860-61	..	..	..	7,850	1863-64	..	..	..	3,936
1861-62	..	..	..	6,177	1864-65	..	..	..	9,276
1862-63	..	..	..	9,970	1865-66 (au 1 Janvier)	..	..	..	9,350

En exprimant avec cette amère sincérité combien, commercialement parlant, l'influence de la France est en retard en Chine, il y a toutefois de notre part plus d'impatience que de découragement. Nous avons pleine confiance dans le "free trade," et dans la rénovation rapide qu'il apporte dans les conceptions d'un pays. Avec les progrès de fabrication naît l'ambition commerciale; un pays n'est plus alors long à comprendre que pour être vraiment grand, il ne doit limiter ses vues à l'horizon borné qui l'entoure, mais bien les jeter sur le monde entier. Cette année et l'année dernière, des négociants français sont venus passer une saison au Japon pour y acheter en grande quantité des graines de vers à soie; ceci montre déjà que l'Extrême Orient ne leur paraît plus si éloigné et, de tous les efforts du Gouvernement actuel pour y diriger ses nationaux, l'appui donné à l'établissement de la ligne des Messageries Impériales aura encore été le plus efficace. L'habileté avec laquelle elle est administrée a du reste répondu à ce qu'on demandait d'elle et lui a acquis une popularité bien méritée. Les deux vapeurs qu'elle entretient à Shanghai et qui arrivent et partent une fois par mois, sauvent les apparences du commerce français sur les statistiques au tonnage et aux droits de douane. Ses navires à voiles qui fréquentent le port, sont peu nombreux; il n'y en a jamais plus de 3 ou 4 à la fois.

La Suisse a 3 maisons de commerce à Shanghai; elles sont sous la protection française.

Chinois.—Pendant qu'à certains ports, clients de Shanghai, tels que Tientsin et Ningpo, on entend les étrangers se plaindre que le commerce même des articles manufacturés échappe à leurs mains pour passer aux mains des Chinois qui se les font expédier directement, on peut penser que les hong de Shanghai, devenus des centres, ont atteint une grande importance; mais on y entend au contraire déclarer qu'il n'en existe plus de considérables. Ces maisons du pays, auxquelles on supposait autrefois un fort capital de 500,000 à 1,000,000 taëls, qu'elles justifiaient du reste par l'extension de leurs transactions, auraient disparu, les unes abîmées sans retour dans les ravages de la rébellion, les autres qui commençaient à se relever, ruinées dans les faillites du coton. Les grandes maisons regrettent ces hong puissants par le moyen desquels elles pouvaient facilement rayonner dans le cœur des provinces. Ils étaient alors peu nombreux et monopolisaient presque le commerce de l'intérieur avec les étrangers; maintenant beaucoup de hong secondaires sont venus s'établir sur les concessions et, comme les affaires sont par suite plus divisées, les chances d'extension rapide sont moindres pour les uns comme pour les autres.

On compte à peu près 150 hong fixés sur les concessions; trois seulement trafiqueraient sur une certaine échelle avec les ports du Yang-tse, où du reste les maisons n'ont par encore cherché d'une manière sensible à s'affranchir de l'intermédiaire des étrangers. Ces trois hong seraient bien soutenus par les banques indigènes qui achèteraient avec confiance leurs traites à longue échéance sur les ports. Mais à Tientsin, si l'on excepte l'opium, toutes les transactions de ce port échappent aux étrangers qui s'y sont établis. Les Chinois ont la partie belle dans cette concurrence; leurs installations, leur manière de vivre sont des plus simples, et grèvent de peu de frais les marchandises qu'ils reçoivent. On estime qu'il y a au moins 30 hong trafiquant spécialement avec le Nord; certains peuvent avoir de 50,000 à 100,000 taëls de capital; n'employant que les steamers pour leurs expéditions, ils peuvent grâce à la rapidité des communications, prendre avec leurs correspondants pour leurs règlements de comptes, des arrangements qui facilitent beaucoup leurs opérations.

Les gens du Tchékiang font mieux encore, ils viennent faire leurs achats à Shanghai et ils les font chez les importateurs; c'est ainsi que les hong bénéficient peu ou point des affaires que les étrangers ont perdues à Ningpo. Tous les jours un vapeur part d'un port à l'autre et les transporte pour 1½ dollar; 3 dollars pour leur voyage d'aller et de retour, quelque menue monnaie dépensée à Shanghai, voilà tous leurs frais et ils évitent ainsi la commission qu'ils avaient à payer. Ce nouveau système semblerait incompatible avec la lenteur naturelle du chinois, mais si il est indolent et mou quand il s'agit de l'intérêt des autres, il est plein d'ardeur quand il s'agit du sien et ne regarde pas à sa peine, et maint commerçant très riche ne se repose jamais, voyage sans cesse, passe d'une grande barque dans une petite, et vit aussi frugalement que le domestique qui l'accompagne.

La précision et la vitesse de la navigation à vapeur font passer peu à peu dans la langue des fleurs la maxime prosaïque "*Time is money*," et les vieux doivent déjà reconnaître que de leur temps on se pressait moins.

Cette chute des préjugés contre l'emploi des steamers dans toutes les classes de la société est jusqu'ici l'indice le plus patent des progrès opérés par le contact des étrangers; bacheliers se rendant à Pékin pour leurs examens, mandarins à globules de toutes couleurs rejoignant leurs postes, tous ne veulent plus voyager que par les navires à "roues de feu" et

parlent déjà de l'époque où la Chine aura ses vapeurs à elle et apprendra à les construire et à les diriger

Résumé.—Quelques mots encore pour résumer ce trop long travail. La situation de Shanghai à une certaine époque n'était pas, il faut en convenir, des plus rassurantes ; c'en est fini, disait-on, de sa prospérité ; ces négociants qui paraissaient si habiles ne sont que des téméraires dont le crédit ne repose sur aucune base solide ; le commerce est à bas ; la concorde qui régnait jadis a fait place à des divisions profondes ; l'administration a des dettes qu'elle ne peut payer et tout le monde s'en sépare, etc., etc.

Que voyons nous à la fin de 1865 ? L'administration dont l'autorité a été réellement établie par la décision des tribunaux, a fait rentrer les dissidents dans l'ordre (ils étaient d'ailleurs peu nombreux), remis les finances dans un assiette régulière, et rendu la confiance à tous. Les meetings ont repris le calme et le caractère de conciliation qui les rendaient si dignes d'admiration. Les travaux publics quoique nécessairement moindres, ont été encore marqués et ont satisfait le demande générale. Certaines entreprises privées, un théâtre lyrique, le gaz, donnent de plus en plus aux concessions l'apparence d'une ville Européenne. La population Chinoise diminuée en un jour par l'émigration, a pris un mouvement graduel d'accroissement, attirée par des mesures sages et loyales. Au point de vue commercial les conditions, il est vrai, ne sont plus les mêmes. Pour des causes déjà énumérés, beaucoup de gens ont disparu de la scène, les pertes des spéculateurs ont ouvert les yeux et fait tomber l'animation factice des années précédentes. Ce qui s'est produit pour les hongks Chinois, s'est produit aussi pour les maisons étrangères ; leur nombre est plus considérable ; il faut par suite plus de temps et plus de travail pour arriver aux profits d'autrefois. Mais laissant de coté les intérêts particuliers, nous avons vu que pris dans son ensemble, le commerce a progressé et il n'y a pas lieu d'en être surpris.

Située près des districts de soie, et reliée à eux par des canaux magnifiques, Shanghai occupe sur la côte une position centrale qui en fait un entrepôt naturel pour des ports du Yang-tze-kiang, de Ningpo et du Japon, et le commerce des étrangers y repose sur des bases telles qu'il progressera, quand même absorbé par les maisons indigènes il continuerait à diminuer dans les ports secondaires. Une crise quelque terrible qu'elle fût, ne saurait donc lui enlever son titre de capitale commerciale de la Chine. de même que, par le bon sens et l'esprit pratique de ses citoyens, la république cosmopolite des concessions ne cessera jamais de mériter l'appellation, un instant contestée, de " Model Settlement."

(Signed)

P. GIQUEL, *Lieutenant de Vaisseau,*
Inspecteur des Douanes Chinoises.

ANALYSIS.

Analysis of Chinese Commerce during the Year 1865.

FROM the published returns of trade of the Chinese ports open to foreign flags for the year 1865, it appears that, notwithstanding the commercial crisis then existing, the total amount of the trade of China is considerably above that of the previous year 1864.

The estimated total value of trade carried on under foreign flags in 1864 amounted to 209,574,192 taels; and the estimated value of trade at the open ports in 1865, 237,507,922 taels, as per following Table:—

COMPARATIVE Table of the Estimated Value of Trade at the different Ports, during the Years 1864 and 1865.

Ports.	1864.	1865.	Increase.	Decrease.
	Taels.	Taels.	Taels.	Taels.
Shanghai	66,027,683	53,522,776	..	12,504,907
Canton	21,941,394	26,042,645	4,101,251	..
Swatow	10,026,375*	14,409,670	4,383,295	..
Amoy	10,909,676	15,239,755	4,330,079	..
Foo-chow	20,070,122*	27,890,122	7,820,000	..
Formosa	1,453,701	2,873,425	1,419,724	..
Ningpo	17,824,776	15,106,421	..	2,718,355
Hankow	27,928,511	28,750,363	821,852	..
Kiu-kiang	8,111,283	13,050,753	4,939,470	..
Chin-kiang	7,195,605	10,789,550	3,593,945	..
Che-foo	6,319,950	8,619,422	2,299,472	..
Tien-tsin	9,376,208*	17,344,847	7,968,639	..
Newchwang	2,388,908*	3,868,173	1,479,265	..
Total	209,574,192	237,507,922	43,156,992	15,223,262

The preceding total estimated value of trade of each port includes the amount of the whole import and export trade, and the amount of the imported and exported treasure, less the amount of the re-exports.

At the port of Shanghai, as the import and export of treasure could not be correctly ascertained, it is not included in the above amounts for 1864 and 1865.

The trade of Shanghai according to the foregoing table, shows a decrease of 12,500,000 taels compared with the previous year, on account of the re-exports having increased 10,000,000 during 1865, viz.:—

	1864.	1865.
	Taels.	Taels.
Re-exports	38,652,356	48,356,215
The total amount of imports and exports being	104,680,039	101,878,991
Which shows the actual decrease of Shanghai to be about	..	2,800 000

* The import and export of treasure not having been ascertained in 1864, is not included in the ports of Swatow, Foo-chow, Tien-tsin, and Newchwang, but is included in 1865 in the same four ports.

The above increase in 1865 of about 10,000,000 of taels of re-exports from Shanghai, might be taken as a favourable sign for the future development of trade at the out-ports.

The total estimated value of foreign imports and native coast trade imports during 1864, amounted to 142,969,347 taels; and in 1865, to 169,950,334 taels.

To which the different countries have contributed as follows :—

					Taels.
Great Britain	}	.	..	..	57,735,771
British Possessions and Colonies					
Japan	..	..	..	..	2,454,109
United States of America	..	..	..	..	482,593
Sundry countries*	..	..	..	..	2,620,987
Chinese ports	..	..	..	..	79,809,253
Total (not including treasure)					143,102,713

* "Sundry countries" include the whole of the Continent, and others.

COMPARATIVE TABLE of Imports during the Years 1864 and 1865.

Imported into	From Great Britain, British Possessions, and Colonies.	From Japan.	From United States of America.	From Sundry Countries.	From other Chinese Ports.		Total of Foreign Goods and Native Produce.	Total of Imports, 1865.	Imports of Treasure, 1865.	Grand Total of Imports, inclusive of Treasure, 1865.	Grand Total of Imports, inclusive of Treasure, 1864.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Shanghai—											
Foreign goods ..	34,886,169	2,287,986	482,593	781,029	382,660	38,770,487	84,616,815	10,218,189	74,835,004	78,584,810	
Native produce ..	...	...	...	...	25,846,378	38,229,038	6,929,259	2,565,856	10,488,988	8,265,630	
Canton—											
Foreign goods ..	6,759,294	...	...	162,182	7,783	995,978	4,277,388	7,917,452	7,924,281	8,398,788	
Native produce ..	...	...	...	...	988,193	8,127,110	3,127,110	7,404,448	519,833	7,924,281	
Swatow—											
Foreign goods ..	4,079,967	1,192	...	181,211	14,968	3,142,078	6,187,393	9,781,044	10,821,070	7,862,091	
Native produce ..	...	...	...	...	8,127,110	2,778,327	3,127,110	5,245,878	11,470,241	7,134,131	
Amoy—											
Foreign goods ..	5,078,575	...	...	876,142	212,611	3,418,119	3,087,921	890,026	10,821,070	7,862,091	
Native produce ..	...	...	...	...	2,563,716	2,431,762	3,126,442	6,223,363	11,470,241	7,134,131	
Foo-chow—											
Foreign goods ..	2,738,059	...	...	17,063	841,819	653,332	3,087,921	1,611,939	1,702,445	763,397	
Native produce ..	688,680	...	...	...	2,431,762	487,688	3,126,442	90,500	7,292,884	10,812,358	
Formosa—											
Foreign goods ..	507,016	3,953	...	...	8,697,927	2,294,632	8,712,977	2,238,548	13,945,567	12,145,857	
Native produce ..	...	...	...	...	2,845,169	639,738	2,945,169	3,484,907	5,878,185	8,951,627	
Ningpo—											
Foreign goods ..	1,508,548	11,814	...	268,620	2,381,430	4,705,717	4,160,313	6,464,599	7,914,773	5,078,473	
Native produce ..	...	...	...	...	2,324,287	10,992,559	2,324,287	2,183,278	5,015,574	3,512,759	
Hankow—											
Foreign goods ..	...	...	...	...	8,697,927	2,294,632	8,712,977	3,484,907	7,914,773	5,078,473	
Native produce ..	...	...	...	...	2,845,169	639,738	2,945,169	3,484,907	5,878,185	8,951,627	
Kin-kiao—											
Foreign goods ..	...	...	...	...	3,324,752	8,044,729	3,324,752	6,309,481	12,900	7,779,197	
Native produce ..	...	...	...	...	3,044,729	11,034,468	3,044,729	1,686,176	1,726,776	709,798	
Chin-kiang—											
Foreign goods ..	...	...	...	...	2,577,378	1,213,408	3,440,618	4,664,024	12,900	7,779,197	
Native produce ..	...	...	...	...	1,213,408	6,888,460	1,213,408	11,911,158	1,726,776	142,959,347	
Che-fu—											
Foreign goods ..	478,106	61,977	...	999,157	6,888,460	4,145,999	7,765,157	28,847,521	169,950,334	142,959,347	
Native produce ..	...	...	...	...	4,145,999	1,029,601	4,145,999	39,600	1,726,776	709,798	
Tien-tsin—											
Foreign goods ..	758,588	102,437	...	15,858	6,888,460	4,145,999	7,765,157	28,847,521	169,950,334	142,959,347	
Native produce ..	...	...	...	...	4,145,999	1,029,601	4,145,999	39,600	1,726,776	709,798	
Newchwang—											
Foreign goods ..	273,809	...	...	...	1,029,601	983,766	1,302,410	1,686,176	1,726,776	709,798	
Native produce ..	...	...	...	...	983,766	1,413,867	853,788	1,686,176	1,726,776	709,798	
Total ..	57,735,771	2,454,109	452,593	2,620,997	...	79,809,253	...	142,102,713	28,847,521	169,950,334	142,959,347

The following Tables are an extract of the principal imports of the ports of Shanghai, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, Kiukiang, Chefoo, Tien-tsin, and Newchwang, which will give an idea of the principal staple import articles of the trade of each port :—

SHANGHAE.

Imports.	1865.		1864.	
		Taels.		Taels.
Cotton piece goods—				
Grey shirtings Pieces ...	1,294,182			
White " " ...	212,097			
T-cloths " ...	157,095			
And other descriptions Total value ...		6,613,638	...	5,366,808
Woolen goods—				
Camlets Pieces ...	124,040			
Habit, medium, broad cloth, and				
Spanish stripes " ...	61,908			
Lastings " ...	36,907			
Long ells " ...	117,686			
Lustres, figured and plain	168,793			
And other descriptions Total value ...		6,621,238	...	4,532,209
Opium Piculs ...	36,680	16,376,089	30,521	14,293,079
Iron, nail rod, and bar " ...	121,972	317,127	90,601	217,442
Lead " ...	46,497	214,570	66,203	316,754
Tin " ...	6,248	136,449	5,911	321,110
Rice " ...	749,579	1,882,533	1,619,189	4,127,440
Sugar, brown, white, and candy	801,113	3,329,633	841,563	3,377,266
Coals Tons ...	96,075	898,656	117,570	947,626
Sandal wood Piculs ...	85,101	165,296	14,110	88,818
Japan seaweed " ...	117,781	369,218	129,794	487,300
Indigo, liquid and dry " ...	66,592	669,893	59,277	592,405
Silk, raw, from Chinese ports	2,993	1,269,280	1,209	471,993
Tea " ...	450,757	14,199,079	521,831	15,852,066
Cotton " " ...	13,046	482,613	95,929	1,873,460
Wood oil " ...	97,010	126,494	59,359	593,541
Paper " ...	85,319	255,992	108,670	690,971
Hemp " ...	48,938	489,384	41,350	413,500
China ware " ...	33,236	322,392	68,805	740,270
And sundries Value ...	...	9,867,241	...	11,528,215
Total	...	64,616,815	...	66,823,271

NINGPO.

Imports.	1865.		1864.	
		Taels.		Taels.
Cotton piece goods—				
Shirtings, grey Pieces ...	13,402			
" white " ...	3,897			
T-cloths " ...	21,361			
And other descriptions Total value ...		204,969	...	399,176
Woolen goods—				
Camlets Pieces ...	1,249			
Habit, broad, and medium cloths,				
and Spanish stripes " ...	3,337			
Lastings " ...	1,435			
Long ells " ...	1,240			
Lustres, plain and figured	8,830			
And other descriptions Total value ...		103,769	...	79,277
Opium Piculs ...	3,470	1,755,140	3,295	1,604,991
Tin " ...	17,831	306,477	8,789	131,578
Rice " ...	675,432	869,824	1,911,143	3,742,307
Sugar, brown, white, and candy	147,467	730,087	145,925	686,439
Hemp " ...	10,467	73,270	6,942	69,424
Wood oil " ...	9,749	95,544	10,791	107,916
Lung-ngans " ...	20,142	198,002	18,148	217,776
Silk piece goods " ...	192	201,726	397	200,674
And sundries Value ...	...	1,945,791	...	3,025,068
Total	...	6,484,699	...	10,264,616

CANTON.

Imports.		1865.		1864.	
			Dollars.		Dollars.
Cotton piece goods—					
Shirts, grey Pieces	...	79,868			
" white "	...	52,993			
T-cloths "	...	29,255			
And other descriptions ...	Total value		2,058,837	...	1,473,992
Woolen goods—					
Camlets Pieces	...	5,747			
Habit, broad and medium cloth, and Spanish stripes ...	...	9,471			
Lastings "	...	3,352			
Long ells "	...	5,889			
Lustres, figured and plain ...	...	1,649			
And other descriptions ...	Total value		571,809	...	577,594
Opium Piculs	...	2,376	1,305,141	2,490	1,322,866
Iron, manufactured "	...	16,855	49,147	24,024	54,055
Lead, in pigs "	...	29,856	182,228	54,853	337,248
Quicksilver "	...	4,091	270,060	3,785	261,226
Rice* "	...	65,198	163,027	71,198	177,997
Cotton "	...	82,120	2,005,362	23,508	651,711
Nankeens "	...	6,088	547,959	8,823	705,893
Birds' nests "	...	261	145,605	310	129,150
Ginseng "	...	3,896	589,600	3,419	397,587
Silk piece goods "	...	343	307,449	342	325,594
		Dollars	8,196,224	...	6,415,013
		Taels	6,147,168	...	4,811,260
And sundries Value, taels	...	...	1,770,284	...	2,453,185
Total Taels	...	...	7,917,452	...	7,264,445

* The sales in Hong Kong of rice during 1865, as computed in the "China Overland Trade Report," amounted to 3,199,000 piculs, and probably the most part of it found its way in native boats to Canton.

FOO-CHOW.

Imports.		1865.		1864.	
			Dollars.		Dollars.
Cotton piece goods—					
Shirts, grey Pieces	...	44,614			
" white "	...	6,393			
T-cloths "	...	17,166			
And other descriptions ...	Total value		402,253	...	571,097
Woolen goods—					
Camlets Pieces	...	2,958			
Habit, broad, and medium cloths, and Spanish stripes ...	...	4,046			
Lastings "	...	666			
Long ells "	...	1,538			
Lustres, figured and plain ...	...	2,866			
And other descriptions ...	Total value		168,425	...	281,635
Opium Piculs	...	5,863	3,306,412	6,971	4,347,338
Lead "	...	35,625	230,917	36,620	238,032
Rice "	...	134,996	438,739	42,285	78,439
Bean cakes "	...	71,211	195,832	27,416	61,686
Cotton "	...	8,390	209,775	5,163	134,257
Nankeens "	...	26,602	1,330,107	28,778	1,438,838
Peas "	...	70,433	281,734	22,346	97,038
Sugar, white, brown, and candy ...	...	31,310	211,221	14,080	110,364
Tobacco "	...	11,842	346,377	9,230	249,585
		Dollars	7,121,792	...	7,608,409
		Taels	5,341,344	...	5,706,307
And sundries Value, taels	...	...	852,019	...	1,427,626
Total Taels	...	...	6,223,363	...	7,134,133

SWATOW.

Imports.				1865.		1864.	
					Dollars.		Dollars.
Cotton piece goods—							
Shirtings, grey	...	Pieces	...	41,111			
" white	...	"	...	10,319			
T-cloths	...	"	...	12,810			
And other descriptions	...	Total value	...		358,138	...	211,432
Woolen goods—							
Camlets	...	Pieces	...	1,818			
Habit, broad, and medium cloths, and Spanish stripes	...	"	...	1,448			
Lastings	...	"	...	1,049			
Long cloths	...	"	...	1,459			
Lustres, figured and plain	...	"	...	...			
And other descriptions	...	Total value	...		80,688	...	72,689
Opium	...	Piculs	...	4,050	2,411,451	4,390	2,919,090
Cotton, raw	...	"	...	58,170	1,454,250	50,584	1,614,792
" yarn.	...	"	...	4,483	313,810	2,541	165,165
Peas and beans	...	"	...	297,262	891,788	253,042	644,089
Bean cake	...	"	...	896,619	1,650,018	1,028,091	2,056,128
Rice	...	"	...	644,621	1,933,863	107,164	310,775
Oil	...	"	...	6,649	93,086	5,720	57,200
Wheat	...	"	...	55,107	165,321	14,487	43,461
				Dollars	9,352,411	...	7,900,761
				Taela	6,546,687	...	5,925,564
And sundries	...	Value, taels	...	...	857,761	...	474,222
Total	...	Taels	...	...	7,404,448	...	6,399,786

AMOY.

Imports.				1865.		1864.	
					Dollars.		Dollars.
Cotton piece goods—							
Shirtings, grey	...	Pieces	...	43,061			
" white	...	"	...	15,714			
T-cloths	...	"	...	12,158			
And other descriptions	...	Total value	...		403,863	...	337,264
Cotton yarn	...	Piculs	...	8,936	263,712	3,205	256,409
" raw	...	"	...	44,496	1,353,726	41,680	1,333,760
Woolen goods—							
Camlets	...	Pieces	...	4,347			
Habit, broad, and medium cloth, and Spanish stripes	...	"	...	959			
Lastings	...	"	...	425			
Long cloths	...	"	...	231			
Lustres, figured and plain	...	"	...	603			
And other descriptions	...	Total value	...		136,007	...	112,654
Opium	...	Piculs	...	5,245	3,114,280	4,771	2,699,074
Tin	...	"	...	5,031	200,775	11,560	347,800
Rice	...	"	...	851,762	2,129,405	148,044	372,809
Beans and peas	...	"	...	372,585	617,755	204,124	806,595
Bean cake	...	"	...	265,001	530,009	456,570	911,140
Bicho de mar	...	"	...	9,347	342,070	6,028	287,390
Fish, dried	...	"	...	89,232	369,756	42,556	367,697
				Dollars	9,351,351	...	7,852,884
				Taels	7,014,514	...	5,889,653
And sundries	...	Value, taels	...	...	2,746,530	...	1,176,076
Total	...	Taels	...	...	9,731,044	...	7,064,739

HANKOW.

Imports.		1866.	1864.	
		Taels.		Taels.
Cotton piece goods—				
Shirts, grey Pieces	379,866			
Shirts, white "	60,999			
T-cloth "	62,191			
And other descriptions Total value		2,424,981	...	1,666,486
Woolen goods—				
Camlets Pieces	34,869			
Habit, medium, broad cloth, and Spanish stripes, &c. "	31,143			
Lastings "	13,563			
Long ells "	111,376			
Lustres, figured and plain "	30,166			
And other descriptions Total value		2,874,363	...	1,788,330
Opium Piculs	3,485	1,888,088	1,999	1,078,358
Copper cash Value		1,190,614	...	2,926,658
Silk piece goods Piculs	1,384	953,343	1,009	698,736
Sugar, brown, white, and candy "	137,994	739,220	172,484	920,359
Pepper, black and white "	26,899	188,483	16,723	119,081
Seaweed "	64,465	230,160	115,617	419,158
Cuttle fish "	23,946	184,757	13,124	81,553
And sundries Value		370,322	...	1,164,497
Total		11,007,309	...	10,862,216

KIUKIANG.

Imports.		1865.	1864.	
		Taels.		Taels.
Cotton piece goods—				
Shirts, grey Pieces	59,181			
Shirts, white "	6,729			
T-cloth "	34,614			
And other descriptions Total value		400,118	...	358,544
Woolen goods—				
Camlets Pieces	4,231			
Habit, broad, and medium cloth, and Spanish stripes "	9,891			
Lastings "	1,985			
Long ells "	16,544			
Lustres, figured and plain "	7,915			
And other descriptions Total value		395,419	...	315,693
Opium Piculs	2,490	1,566,985	2,201	1,111,340
Copper cash Value		52,434	...	510,335
Sugar, brown, white, and candy Piculs	60,610	328,779	44,722	241,680
Seaweed "	33,563	133,293	26,377	100,232
Silk piece goods "	316	158,000	147	103,432
Cuttle fish, dried "	15,514	171,885	12,928	176,884
And sundries Value		278,494	...	245,012
Total		3,484,907	...	3,152,662

CHE-FOO.

Imports.		1866.	1864.	
		Taels.		Taels.
Cotton piece goods—				
Grey shirts Pieces	154,610			
White " "	19,863			
T-cloths "	30,860			
And other description Total value		901,955	...	423,655
Woolen goods—				
Camlets and imitations Pieces	1,002			
Habit, medium, and broad cloth, and Spanish stripes "	3,537			
Lastings and imitation "	519			
Long ells "	777			
Lustres, figured and plain "	13,290			
And other descriptions Total value		189,865	...	56,753
Opium Piculs	2,683	1,821,391	1,389	840,328
Sugar, brown, white, and candy "	183,723	832,487	272,012	1,049,947
Needles Mille	34,216	12,246	...	...
Seaweed Piculs	41,424	108,557	6,659	19,976
Sapan wood "	21,755	39,158	2,379	4,605
Paper "	27,496	180,898	41,554	300,120
Silk piece goods "	317	247,127	167	125,630
And sundries Value		546,640	...	205,960
Total		4,654,024	...	3,024,974

TIEN-TSIN.

Imports.				1865.		1864.	
					Taels.		Taels.
Cotton piece goods—							
Shirtings, grey	...	...	Pieces	618,225			
white	...	...	"	124,957			
T-cloths	...	...	"	88,744			
And other descriptions	...	...	Total value		2,813,418	...	1,313,272
Woollen goods—							
Camlets	...	...	Pieces	12,351			
Habit, broad, and medium cloth,	...	...					
and Spanish stripes	...	...	"	6,753			
Lastings	...	...	"	12,109			
Long ells	...	...	"	580			
Lustres, figured and plain	...	...	"	37,643			
And other descriptions	...	...	Total value		691,801	...	308,541
Opium	...	...	Piculs	5,557	3,359,798	2,839	1,571,225
Lead	...	...	...	13,191	85,784	5,801	37,713
Needles	...	...	Millions	322	113,029	141	55,205
Tobacco, prepared	...	...	Piculs	5,652	141,313	3,774	94,852
Sugar, brown, white and candy	...	...	"	166,932	776,722	153,538	694,086
Seaweed	...	...	"	28,137	92,550	10,466	88,546
Tea	...	...	"	20,706	287,656	21,206	380,766
Brass buttons	...	...	"	1,589	111,245	1,156	60,931
Paper	...	...	"	25,836	315,134	20,473	151,300
Nankeens	...	...	"	3,015	180,906	1,858	92,932
And sundries	...	...	Value	...	2,941,802	...	2,970,268
Total	...	...	...	...	11,911,156	...	7,779,197

NEWCHWANG.

Imports.				1865.		1864.	
					Taels.		Taels.
Cotton piece goods—							
Shirtings, grey	...	...	Pieces	30,230			
white	...	...	"	9,600			
T-cloths	...	...	"	12,308			
And other descriptions	...	...	Total value		156,507	...	97,902
Woollen goods—							
Camlets	...	...	Pieces	...			
Habit, broad, and medium cloth,	...	...					
and Spanish stripes	...	...	"	708			
Lastings	...	...	"	645			
Long ells	...	...	"	...			
Lustres, figured and plain	...	...	"	3,414			
And other descriptions	...	...	Total value		58,980	...	17,717
Opium	...	...	Piculs	1,518	897,882	...	293,156
Sugar, brown, white, and candy	...	...	"	45,482	244,483	34,199	129,024
Iron, nail, rod, and bar	...	...	"	14,807	46,262	2,905	8,135
Window glass	...	...	Boxes	3,607	9,018	3,748	10,595
And sundries	...	...	Value	...	273,044	...	153,909
Total	...	...	...	...	1,686,176	...	709,738

Exports.

The total estimated value of native produce exported to foreign countries and coast trade ports:—

	Taels.
During the year 1864, inclusive of treasure, amounted to ..	121,537,327
In 1865, inclusive of treasure, amounted to	133,217,547
Divided as under—	
To Great Britain, British Possessions, and Colonies ..	50,161,697
Japan	270,743
United States of America	5,864,823
Sundry countries	3,757,834
Chinese ports	44,110,354
Total (exclusive of treasure)	104,165,451

[Vide the following Table.

COMPARATIVE TABLE of Exports during the Years 1864 and 1865.

Exports from	To Great Britain, British Possessions, and Colonies.	To Japan.	To United States of America.	To Sundry Countries.	To other open Chinese Ports.	Total Value of Exports, 1865.	Treasure Exported, 1865.	Total of Exports, inclusive of Treasure, 1865.	Total of Exports, inclusive of Treasure, 1864.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Shanghai	23,206,396	223,850	3,629,147	2,500,223	7,702,554	37,262,176	4,298,602	41,560,778	51,829,400
Canton	9,534,247	..	677,945	276,225	3,052,502	13,540,919	2,240,615	15,781,534	13,367,804
Swatow	75,406	10,494	..	24,501	2,851,484	2,961,885	3,739,038	6,700,923	3,700,112
Amoy	563,661	..	..	379,419	819,332	2,024,466	3,513,448	5,537,914	3,628,743
Foo-chow	12,856,587	..	1,295,677	573,100	1,264,624	15,989,988	646,166	16,636,154	13,124,054
Formosa	73,058	6,675	..	..	908,485	988,218	216,814	1,205,032	725,459
Ningpo	458,107	1,461	..	3,584	4,622,103	5,085,255	3,023,408	8,108,663	7,273,921
Hankow	2,054,694	..	..	..	10,630,537	12,685,231	3,202,950	15,888,181	14,510,746
Kinkiang	70,769	..	..	..	6,203,161	6,273,930	1,331,834	7,605,764	4,251,209
Chinkiang	..	..	..	..	952,147	952,147	1,974,251	2,926,398	2,168,753
Che-foo	520,789	13,494	..	782	1,993,941	2,529,006	1,207,376	3,736,382	3,015,951
Tien-tsin	494,811	11,883	..	..	1,198,222	1,704,916	3,657,594	5,362,510	1,730,786
Newchwang	253,172	2,880	..	..	1,911,262	2,167,314	..	2,167,314	1,710,339
Total	50,161,697	270,743	5,864,823	3,757,834	44,110,354	104,165,451	29,052,096	133,217,547	121,537,327

From the preceding exports, the re-exports have to be deducted—if not deducted from the imports,—to arrive at the true value of the export trade, which is particularly the case with Shanghai, being partly a dépôt for Japan, Ningpo, Yangtze ports, and northern ports.

The following Tables are an extract of the principal exports of the ports of Shanghai, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, Kiukiang, Chefoo, Tien-tsin, and Newchwang, which will give an idea of the principal export staple articles of the trade of each port:—

SHANGHAI.

Exports.	1865.		1864.	
		Taels.		Taels.
Silk, raw Piculs ...	32,490	13,636,477	21,171	8,722,879
Tea " ...	471,591	14,453,940	474,401	14,844,963
Cotton " ...	260,216	3,903,632	608,362	9,976,353
Nankeens " ...	46,186	2,030,875	41,564	2,286,067
Rhubarb " ...	4,144	69,687	6,603	131,130
Nut galls " ...	801	5,919	1,705	20,466
Musk " ...	490	35,364	1,551	4,072
Straw braid " ...	1,185	22,642	907	25,140
And sundries Value ...	...	3,036,040	...	3,836,698
Total Taels ...	...	37,262,176	...	39,847,768

CANTON.

Exports.	1865.		1864.	
		Dollars.		Dollars.
Tea Piculs ...	109,742	4,037,462	104,370	3,347,490
Silk, raw and wild " ...	13,797	4,891,055	6,240	1,586,888
Silk piece goods " ...	4,061	3,269,047	4,906	3,634,861
Rhubarb " ...	319	25,566	337	25,341
Sugar, brown and white " ...	90,390	637,669	64,640	385,435
Brass ware " ...	6,995	478,586	5,185	358,709
Cassia " ...	23,512	398,776	13,293	217,850
Mattings Rolls ...	59,730	313,581	37,631	169,564
Fire crackers Piculs ...	20,304	203,044	11,246	106,637
Lead, white " ...	6,096	63,851	15,798	126,384
Vermilion " ...	823	52,608	1,555	100,353
Dollars	...	14,311,245	...	10,207,712
Taels	...	10,733,454	...	7,655,784
And sundries Value, taels ...	...	2,807,485	...	2,688,806
Total Taels ...	...	13,540,919	...	10,244,590

SWATOW.

Exports.	1865.		1864.	
		Dollars.		Dollars.
Sugar, brown and white Piculs ...	529,497	3,340,366	681,940	4,145,585
Chinaware " ...	23,905	69,535	6,783	33,915
Paper fans Pieces ...	478,614	89,732	159,815	31,965
Grass cloth Piculs ...	1,767	98,825	1,171	65,665
Paper " ...	14,921	49,064	31,095	79,634
Shoes Pairs ...	48,245	48,245	37,196	37,196
Tobacco Piculs ...	7,920	237,600	7,291	201,982
Dollars	...	3,933,347	...	4,596,142
Taels	...	2,753,342	...	3,447,107
And sundries Value, taels ...	...	208,543	...	253,005
Total Taels ...	...	2,961,886	...	3,700,112

AMOX.

Exports.			1865.		1864.	
				Dollars.		Dollars.
Tes ...	Piculs	...	43,748	866,571	53,623	1,151,730
Sugar, brown, white, and candy ...	"	...	51,317	427,932	137,667	264,177
China-ware ...	"	...	26,404	290,206	16,884	178,737
Paper ...	"	...	24,808	200,591	16,674	151,478
	Dollars	...	...	1,785,300	...	2,466,123
	Taels	...	...	1,338,975	...	1,827,092
And sundries ...	Value, taels	...	...	685,491	...	1,003,390
Total ...	Taels	...	...	2,024,466	...	2,830,482

FOO-CHOW.

Exports.			1865.		1864.	
				Dollars.		Dollars.
Tea ...	Piculs	...	518,961	19,717,882	497,257	16,386,894
Paper ...	"	...	55,684	746,836	40,084	583,287
Clung-ngans ...	"	...	7,331	146,642	8,191	81,919
Timber ...	Value	...	...	198,066	...	119,472
	Dollars	...	...	20,809,226	...	17,171,571
	Taels	...	...	15,606,929	...	12,878,679
And sundries ...	Value, taels	...	...	353,068	...	245,377
Total ...	Taels	...	...	15,989,988	...	13,124,056

NINGPO.

Exports.			1865.		1864.	
				Taels.		Taels.
Tea ...	Piculs	...	70,662	2,331,853	53,747	1,666,167
Silk, raw ...	"	...	1,914	622,050	938	248,824
Cotton ...	"	...	33,567	657,929	103,201	2,064,038
Copper cash ...	Value	...	...	277,049	...	888,850
Cuttle fish ...	Piculs	...	37,641	210,790	27,922	167,536
And sundries ...	Value	...	...	985,584	...	1,214,901
Total ...	Taels	...	...	5,085,255	...	6,250,306

HANKOW.

Exports.			1865.		1864.	
				Taels.		Taels.
Silk, raw ...	Piculs	...	1,802	502,953	453	130,326
Tea ...	"	...	257,366	6,080,484	292,835	7,219,012
Cotton ...	"	...	2	22	31,661	607,012
Hemp ...	"	...	38,463	362,211	33,026	297,955
Wood oil ...	"	...	172,052	1,981,526	92,414	1,114,304
Paper ...	"	...	35,381	190,405	35,007	142,412
Medicine ...	"	...	32,231	194,165	31,616	199,158
Tallow, vegetable ...	"	...	46,542	604,870	36,487	618,775
Wax, bees ...	"	...	3,210	218,124	4,033	252,592
Timber ...	Value	...	...	160,375	...	676,990
Tobacco ...	Piculs	...	67,471	1,182,252	55,625	1,078,019
And sundries ...	Value	...	...	1,207,844	...	1,116,319
Total ...	Taels	...	...	12,685,231	...	13,463,425

KIUKIANG.

Exports.					1865.		1864.	
						Taels.		Taels.
Tea	Piculs	...	...	...	204,413	5,728,447	136,923	3,219,405
Paper	"	...	...	...	42,884	157,173	71,363	257,044
China ware	"	...	...	...	22,281	128,837	66,178	234,195
Tobacco	"	...	...	...	19,266	86,538	13,955	110,979
And sundries	Value	...	...	...	...	173,135	...	249,326
Total	Taels	...	...	...	...	6,273,930	...	4,070,945

CHE-FOO.

Exports.					1865.		1864.	
						Taels.		Taels.
Cotton	Piculs	...	...	...	19,141	316,899	61,804	997,077
Beans and peas	"	...	...	...	470,471	705,704	651,097	791,314
Bean cakes	"	...	...	...	756,055	755,991	615,297	492,286
Vermicelli	"	...	...	...	31,377	166,680	24,312	109,411
Pea oil	"	...	...	...	25,379	186,697	17,380	69,236
Wheat	"	...	...	...	59,538	107,168	14,240	25,180
And sundries	Value	...	...	...	...	360,537	...	344,093
Total	Taels	...	...	...	...	2,529,008	...	2,758,547

TIEN-TSIN.

Exports.					1865.		1864.	
						Taels.		Taels.
Cotton	Piculs	...	...	...	63,758	728,865	67,282	941,950
Medicine	"	...	...	...	29,263	128,942	16,030	80,207
Tobacco, prepared	"	...	...	...	6,377	159,466	5,370	134,270
And sundries	Value	...	...	...	...	687,643	...	574,359
Total	Taels	...	...	...	...	1,704,916	...	1,730,786

NEWCHWANG.

Exports.					1865.		1864.	
						Taels.		Taels.
Rice	Piculs	...	...	...	37,728	76,456	6,790	14,475
Bean cakes	Pieces	...	...	...	1,787,971	804,586	1,391,049	642,509
Beans and peas	Piculs	...	...	...	901,320	1,081,650	700,350	877,944
Bean oil	"	...	...	...	11,040	72,759	12,685	79,284
Barley	"	...	...	...	3,418	10,254	20,424	26,531
Millet	"	...	...	...	34,078	27,262	31,422	28,279
Cotton	"	...	...	...	309	4,333	4,573	73,171
And sundries	Value	...	...	...	...	91,614	...	68,205
Total	Taels	...	...	...	...	2,167,314	...	1,710,398

Against the value of exports to foreign countries at Shanghai, amounting to 37,262,176 taels, have to be set off the re-exports, being—

					1865.	1864.
					Taels.	Taels.
For Great Britain, British Possessions, and Colonies ..	..	..	..	..	11,455,037	12,225,418
Japan	..	..	..	..	213,822	235,351
United States of America	..	..	..	..	3,576,894	2,711,051
Sundry countries	..	..	..	..	190,042	152,413
Total	..	..	..	..	15,435,795	15,324,303

The above consist mostly of tea, cotton, silk, rhubarb, &c., from the Yang-tze ports and Ningpo.

Against the value of imports of foreign goods at Shanghai have to be

set off—to arrive at the true import trade, or capacity of consumption of the place—the re-exports, amounting—

	1865.	1864.
	Taels.	Taels.
For Great Britain, British Possessions, and Colonies ..	522,590	406,531
Japan	1,915,398	2,810,950
United States of America	110,159	192,457
Sundry countries	613,665	191,736
Other Chinese ports	24,991,620	16,091,953
Total	28,153,432	19,693,627

The above re-exports of foreign goods to United States of America, Great Britain, and sundry countries, consist of Japan produce; and the re-exports to Japan and other Chinese ports of foreign imports, are for the most part of British origin and from sundry countries.

The value of both foreign and native re-exports at the open ports is—

	Taels.
To Great Britain, British Possessions, and Colonies ..	12,288,580
Japan	2,142,976
United States of America	3,703,811
Sundry countries	815,452
Chinese ports	32,192,680
Total	51,143,499

as given in the following Table.

COMPARATIVE TABLE of Re-exports during the Years 1865 and 1864.

Re-exported from	To Great Britain, British Colonies, and Possessions.	To Japan.	To United States of America.	To Sundry Countries.	To other open Chinese ports.	Total of the respective Foreign Goods and Native Produce Re-exported.	Grand Total of Re-exports, 1865.	Grand Total of Re-exports, 1864.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Shanghai—								
Foreign goods	823,590	1,915,398	110,159	613,665	24,991,620	28,153,432	48,356,215	38,652,356
Native produce	11,455,087	213,852	3,576,894	190,042	4,766,988	20,202,783		
Canton—								
Foreign goods	36,995	...	...	...	116,336	153,331		
Native produce	38,954	...	16,758	...	13,134	68,846		
Amoy—								
Foreign goods	49,361	...	...	3,637	831,641	884,639	222,177	192,040
Native produce	13,110	...	...	270	21,216	34,590		
Swatow—								
Foreign goods	30,291	164	...	...	168,095	198,550	919,459	581,158
Native produce	...	...	...	...	16,991	16,991		
Poo-chow—								
Foreign goods	47,568	...	...	...	150,077	197,745	215,641	74,603
Native produce	5,657	...	...	...	12,870	18,527		
Formosa—								
Foreign goods	10,500	560	...	...	13,794	23,854	216,272	188,063
Native produce	...	...	...	...	10,198	10,198		
Ningpo—								
Foreign goods	1,078	1,105	...	4,734	206,135	213,042	34,052	5,155
Native produce	822	132	...	2,854	78,138	81,924	294,966	281,508
Hankow—								
Foreign goods	30	...	...	...	267,102	267,132	388,876	191,544
Native produce	63,592	...	...	...	52,951	116,543		
Kinliang—								
Foreign goods	...	...	...	...	210,634	210,634	238,206	91,553
Native produce	...	...	...	...	13,663	13,663		
Chankiang—								
Foreign goods	...	...	...	...	81,463	81,463	61,806	51,621
Native produce	...	...	...	...	20,344	20,344		
Che-foo—								
Foreign goods	755	10,685	...	250	86,118	97,708	132,654	206,753
Native produce	456	1,220	...	...	33,250	34,928		
Tien-tsin—								
Foreign goods	3,881	...	...	...	36,705	40,586	58,719	133,775
Native produce	7,768	...	...	...	10,378	18,133		
Newchwang—								
Foreign goods	45	...	...	...	24,393	24,437	24,917	31,238
Native produce	...	...	...	...	480	480		
Total	12,286,580	2,142,976	8,708,811	815,452	92,192,680	...	611,434,499	40,663,352

The preceding Tables of Imports, Exports, and Re-exports from and to the different countries with which China carries on trade, give the following proportions of estimated value of trade to each of them :—

COMPARATIVE TABLE of the Trade of China with other Countries, during the Years 1864 and 1865.

1864.

With	Imports, 1864.		Re-exports, 1864.		Exports, 1864.		Total, 1864.	
	Taels.	£ sterling.	Taels.	£ sterling.	Taels.	£ sterling.	Taels.	£ sterling.
Great Britain, British Possessions, and Colonies	51,125,615	17,042,205	..	..	49,657,156	16,552,385	100,783,771	33,594,590
Japan	1,832,205	610,735	3,051,458	1,017,152	344,947	114,982	5,223,610	1,742,870
United States of America	450,678	150,226	..	..	4,482,859	1,494,286	4,933,537	1,644,512
Sundry countries	3,564,235	1,188,078	..	..	2,142,788	714,261	5,707,018	1,902,339
Chinese open ports, or international trade	76,748,025	25,582,675	21,636,129	7,212,043	44,766,105	14,922,035	143,150,259	47,716,753
Total	133,721,758	44,573,919	..	..	101,393,855	33,797,949	259,803,195	86,601,064

1865.

With	Imports, 1865.		Re-exports, 1865.		Exports, 1865.		Total, 1865.	
	Taels.	£ sterling.	Taels.	£ sterling.	Taels.	£ sterling.	Taels.	£ sterling.
Great Britain, British Possessions, and Colonies	57,735,771	18,282,994	..	..	50,161,697	15,884,537	107,897,468	34,167,531
Japan	2,454,109	777,134	2,142,976	678,609	270,743	85,785	4,867,828	1,541,478
United States of America	482,593	152,822	..	..	5,864,823	1,857,193	6,347,416	2,010,015
Sundry countries	2,620,987	829,979	..	..	3,757,834	1,189,980	6,378,821	2,019,959
Chinese open ports, or international trade	79,809,253	25,272,930	32,102,680	10,194,348	44,110,354	13,968,278	156,112,287	49,435,556
Total	143,102,713	45,315,859	..	..	104,165,451	32,985,723	281,603,820	89,174,539

The re-exports to Great Britain amount to 12,288,580 taels, or 3,891,383*l.* sterling; to United States of America, amount to 3,703,811 taels, or 1,172,873*l.* sterling; to sundry countries, amount to 813,452 taels, or 258,226*l.* sterling; being for the most part native produce from the Yang-tze ports and Ningpo, are not put down in the above Table, the Exports including these amounts.

To show the total amount of trade between China and Japan, it is necessary to put down the re-exports, which are chiefly foreign imports from Great Britain and other countries.

The amount of re-exports of the Chinese ports not being included in the amount of the exports, and not having left the country, are put down likewise to show the total amount of international trade.

The preceding four Tables will show the amount of—

British trade at Shanghae :—

	1865.	1864.
	Taels.	Taels.
Imports of British origin	34,866,169	30,667,447
Exports to Great Britain and Colonies	23,206,396	27,243,189
Total	58,072,565	57,910,636

British trade at all the open ports :—

	1865.	1864.
	Taels.	Taels.
Imports of British origin	57,735,771	51,126,615
Exports to Great Britain and Colonies	50,161,697	49,657,156
Total	107,897,468	100,783,771

The whole foreign trade in China :—

	1865.	1864.
	Taels.	Taels.
Imports from foreign countries, exclusive of treasure	63,293,460	56,973,733
Exports to ditto ditto	60,055,097	56,627,745
Total	123,348,557	113,601,478

Estimated import and export of treasure at the open ports during 1865 :—

	Taels.
Treasure imported	26,847,621
Treasure exported	29,052,096

At Hong-Kong during 1865 (from Sharp & Co.'s "Circular") :—

	Gold.	Silver.	Total.
	Dollars.	Dollars.	Dollars.
Treasure imported	9,240,000	26,230,000	35,470,000
Treasure exported	13,540,000	31,650,000	45,190,000

DUTIES.

The Duties received in 1864, at all the open ports, amounted to Tls. 7,845,364 9 m. 7 c. 2 c. During the present year they amount to Tls. 8,297,274 3 m. 7 c. 8 c., showing an increase in the revenue of Tls. 451,910 4 m. 0 c. 6 c., as per following table :—

DUTIES collected in the Ports open to Foreign Flags in 1865 and 1864.

Ports.	Import Duty.		Export Duty.		Opium Duty.		Tonnage Dues.		Coast Trade Duties.		1865. Total.		1864. Total.	
	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.
Shanghai	563,175	5 8 1	521,050	0 5 8	783,457	6 4 5	122,019	6 0 0	94,171	5 2 4	2,083,874	4 0 8	2,012,330	9 1 8
Canton	230,532	9 1 0	576,469	0 7 9	..	..	22,223	6 0 0	14,666	8 1 1	843,892	4 0 0	727,889	7 4 2
Swatow	167,295	0 5 1	112,274	6 0 7	..	..	23,876	7 0 0	42,617	8 0 4	346,064	1 6 2	355,183	2 2 6
Amy	244,999	8 9 3	167,318	2 4 2	..	..	31,762	5 0 0	27,897	6 6 1	471,978	2 9 6	474,909	4 0 4
Foo-chow	218,187	6 0 9	1,361,102	0 5 2	..	..	20,433	4 0 0	38,309	6 4 0	1,638,032	7 0 1	1,601,259	8 1 3
Formosa	42,152	9 4 7	42,791	3 8 0	..	..	2,762	7 0 0	6,563	0 5 3	94,270	0 8 0	47,851	3 9 3
Ningpo	78,084	0 0 0	252,848	0 0 0	..	..	15,634	0 0 0	37,159	0 0 0	383,725	0 0 0	395,323	4 4 0
Hankow*	697	0 1 0	842,181	7 3 2	..	..	4,262	4 0 0	96,295	6 7 4	943,436	8 1 6	1,289,619	1 3 7
Kinkiang	67	4 1 3	564,192	7 5 9	..	..	2,651	7 0 0	47,457	3 0 3	614,369	1 7 5	629,186	8 6 9
Chinkiang	..	..	6,029	0 3 5	..	..	3,400	8 0 0	10,908	0 7 9	20,337	9 1 4	30,048	5 2 9
Chefoo	40,648	8 7 8	95,113	2 6 5	76,164	1 1 9	10,849	9 0 0	20,738	0 2 0	243,514	1 8 2	228,920	6 7 0
Tien-tsin	70,118	9 3 8	54,639	3 3 2	166,316	0 7 3	4,039	6 0 0	62,909	2 1 7	358,023	1 6 0	210,849	6 2 5
Newchwang	8,152	0 1 5	102,913	5 7 4	43,446	0 2 5	5,178	1 0 0	7,374	5 3 4	167,064	2 4 8	104,729	5 1 1
Haikwan taels	1,664,112	2 4 5	4,698,923	1 1 5	1,069,383	8 6 2	269,095	0 0 0	507,068	3 2 0	8,208,582	5 4 2	8,138,102	2 7 7
Add transit dues at Shanghai	..	..	..	..	..	..	..	..	..	..	82,966	7 5 5	39,042	7 1 3
Ditto Foo-chow	..	..	..	..	..	..	..	..	..	..	4,167	5 3 9	..	..
Ditto Chinkiang	..	..	..	..	..	..	..	..	..	..	558	5 4 2	..	..
Total, 1865	1,463,578	7 9 3	4,450,202	4 1 5	913,564	7 9 4	293,180	5 8 7	1,017,575	6 8 8	8,297,275	3 7 8	8,177,144	9 9 0
In 1864	..	..	..	..	..	..	..	..	..	..	..	..	..	..

* From the duties collected in Hankow have to be deducted the amount paid by drawback certificates in 1864—Tls. 331,780 0 m. 1 c. 8 c.

SHIPPING.

The carrying trade of the open ports during 1865 has occupied—entering inwards and clearing outwards—16,628 vessels, giving a tonnage of 7,136,301. The following Table shows the proportion of tonnage of each port, compared with 1864:—

Ports.	Entered Inwards.		Cleared Outwards.		1865. Total Entered and Cleared.		1864. Total Entered and Cleared.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.
Shanghai	3,021	869,632	2,081	909,970	4,102	1,779,602	5,352	1,870,909
Canton	893	485,094	866	482,973	1,779	968,066	1,702	706,947
Amoy	802	276,819	780	269,983	1,582	546,802	1,316	419,829
Swatow	588	223,853	581	220,203	1,169	444,056	941	338,805
Ningpo	910	258,247	906	260,787	1,816	509,034	2,837	595,666
Hankow	270	211,648	395	217,634	665	429,482	793	418,855
Kiukiang	481	330,225	480	330,225	961	660,450	952	666,995
Chinking	662	363,433	573	345,752	1,235	698,185	1,186	682,170
Foo-chow	464	200,423	468	203,773	932	404,196	937	380,370
Che-foo	464	150,401	444	143,571	908	293,972	900	279,449
Tien-tsin	209	60,049	209	60,049	418	120,098	370	91,936
Newchwang	274	91,118	274	91,118	548	182,236	504	149,804
Formosa, inclusive of Taiwan and Takao	256	50,179	257	49,943	513	100,122	176	33,750
Total	8,294	3,560,121	8,334	3,576,150	16,628	7,136,301	17,976	6,635,506

N.B.—The large number of American vessels and tonnage (nearly as much as the English) arises from the number of American steamers, plying almost daily, chiefly between Shanghai and Ningpo, Hong Kong and Canton, and on the Yang-tze river. The tonnage of these vessels is of course registered every trip they make, at each port they call.

The shipping of the open ports during the year 1865, as compared with 1864, as given in the preceding Table, was divided between the different nationalities, as the following Table shows:—

Flags.	Entered Inwards.		Cleared Outwards.		1865. Total Entered and Cleared.		1864. Total Entered and Cleared.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.
British	3,807	1,725,112	3,931	1,742,868	7,798	3,467,980	7,925	2,862,234
American	3,359	1,518,597	2,362	1,327,909	4,721	2,645,906	5,036	2,609,390
Hamburg	519	156,316	501	151,768	1,020	308,102	1,409	380,135
Dutch	86	27,247	90	28,843	176	56,080	197	59,471
Danish	335	70,327	335	70,720	670	141,047	787	164,802
Prussian	104	22,737	101	22,541	205	45,278	187	46,143
French	152	47,751	143	46,936	295	94,687	247	93,099
Bremen	218	63,019	210	59,850	428	122,869	292	83,324
Russian	16	6,001	13	6,451	29	11,452	21	9,198
Norway and Sweden	58	13,104	60	13,773	118	26,877	140	35,195
Hanover	65	10,538	69	11,356	134	21,894	157	30,026
Lübeck	7	1,867	7	1,867	14	3,734	24	7,452
Mecklenburg	10	1,856	10	1,848	20	3,704	53	10,518
Oldenburg	26	5,992	25	5,619	51	11,611	79	22,972
Belgian	4	1,131	4	1,131	8	2,262	23	5,520
Spanish	43	10,789	42	10,832	85	21,621	69	20,359
Austrian	8	2,225	11	3,456	19	5,681	33	12,926
Siamese	78	35,263	67	28,914	145	64,177	156	68,395
Italian	7	4,434	8	4,783	15	9,217	2	839
Portuguese	12	2,498	12	1,744	24	4,242	24	1,932
Peruvian	1	834	1	834	2	1,668	8	6,986
New Granadian	...	...	...	...	...	...	1	466
Japanese	...	...	...	...	...	...	2	756
Hawaiian	12	2,405	11	2,255	23	4,660	9	912
Chinese	279	19,019	295	20,629	574	39,548	1,021	64,588
Sundry, not classified	28	11,059	26	10,935	54	21,994	102	34,867
Total	8,294	3,560,121	8,334	3,576,150	16,628	7,136,301	17,976	6,635,506

RAW SILK.

	Bales.	Piculs.
The total amount of raw silk exported from China in 1864 amounted to	..	25,134
And in 1865 to	..	41,154
Shewing an increase of	..	16,020
Shanghai furnished (Which includes 1,555 piculs Szechuen silk, and 1,914 piculs Ningpo silk.)	40,726	32,492
Canton furnished	10,800	8,662
.. .. .	51,526	41,154

They were exported to the different countries in the following proportion :—

	Piculs.	Bales.
To Great Britain	26,682	..
France	5,554	..
Hong Kong*	8,597	..
Coast ports of China	45	..
United States of America	178	..
Japan	24	..
Manila	26	..
India	48	..
.. .. .	41,154	51,526
Besides, passed at Shanghai as declared in transit, Japan silk	..	12,055
Total	..	63,581

The export of silk during the past six years at Shanghai, to Great Britain and the Continent, has been as follows :—

Season.	To Great Britain.	To Continent.	Total.
	Bales.	Bales.	Bales.
June 1, 1860 to May 31, 1861	72,480	7,856	80,336
June 1, 1861 to May 31, 1862	66,315	6,177	70,492
June 1, 1862 to May 31, 1863	54,163	9,970	64,133
June 1, 1863 to May 31, 1864	33,323	3,936	37,259

And to the different countries the export from Shanghai for the season, from June 1, 1865, to May 31, 1866, as compared with the previous season, has been as follows :—

	1864-65.					1865-66.				
	Raw Silk.		Coarse.	Refuse.	Japan Silk.†	Raw Silk.		Coarse.	Refuse.	Japan Silk.†
	Bales.	Piculs.	Piculs.	Piculs.	Piculs.	Bales.	Piculs.	Piculs.	Piculs.	Bales.
Great Britain	11,215	9,017 22	46 02	1,267 70	10,956	84,839	27,804 69	23 92	2,399 46	8,387
Continent ...	3,153	2,540 42	15 85	79 55	...	6,953	5,557 53	44 12	25 65	...
Hong Kong ...	10,464	8,324 23	11 48	1 22	...	44	35 92	0 80	...	...
Coast Ports ...	43	36 62	...	...	...	52	40 97	...	...	...
America ...	111	90 90	...	61 82	30	87	69 43	...	126 57	...
Manila ...	59	48 20	...	...	...	71	56 80	...	...	...
India ...	120	110 55	...	...	...	37	88 66	...	...	...
Japan ...	...	...	...	...	...	24	24	...	...	...
Total	25,165	20,168 14	73 35	1,430 29	10,986†	42,157	33,678 7	68 84	2,551 68	8,387†

* This is all Canton silk, chiefly en route to Europe and India.

† The Japan transshipments are incorrect, as the applications do not always contain the particulars.

TEA.

In 1864 the total amount of tea exported from Chinese ports was—

					Piculs.	Piculs.
Black tea	..	..	..	..	990,221	
Green tea	..	..	..	..	177,643	
						1,167,864

In 1865—

Black tea	..	..	..	..	984,662	
Green tea	..	..	..	..	228,679	
						1,213,341
Increase	..	..	..	..		45,477

The different ports supplied comparatively in 1864 and 1865 as follows :—

	Black Tea.		Green Tea.	
	1864.	1865.	1864.	1865.
	Piculs.	Piculs.	Piculs.	Piculs.
Shanghai	335,261	262,147	145,955	209,418
Foo-chow	489,728	518,029	7,534	932
Amoy	35,893*	34,221†	..	..
Hankow, direct	46,298	77,098	..	..
Kiukiang, direct	878	3,073	1,540	2
Ningpo	..	..	64	..
Canton	82,163	90,094	22,550	18,327
Total	990,221	984,662	177,643	228,679

The teas were exported in the following proportion to the different countries during the past two years from all the open ports :—

	Black Tea.		Green Tea.	
	1864.	1865.	1864.	1865.
	Piculs.	Piculs.	Piculs.	Piculs.
Great Britain	781,033	752,168	87,295	89,318
United States of America ..	74,729	65,768	63,320	110,799
Hong Kong and Coast Ports‡	44,902	59,487	8,813	12,383
Australia	65,483	72,846	745	39
Channel, for orders	12,005	20,108	138	..
Continent	3,130	113	1,795	329
Montreal	1,922	932	14,961	15,026
Java	..	4,498	..	..
India	..	2,713	..	..
Sundry ports	7,017	5,029	576	785
Total	990,221	984,662	177,643	228,679

* Not including 9,500 piculs shipped to Foo-chow for reshipment.

† Not including 17,000 piculs shipped to Foo-chow for reshipment.

‡ This includes Hankow, Kiukiang, and Ningpo teas, reshipped from Shanghai.

The export of tea from Shanghae for the season June 1, 1865, to May 31, 1866, compared with the same period of the previous season was as follows :—

Exported to	1864-65.		1865-66.	
	From June 1, 1864, to May 31, 1865.		From June 1, 1865, to May 31, 1866.	
	Black.	Green.	Black.	Green.
	Piculs.	Piculs.	Piculs.	Piculs.
Great Britain	291,350 19	86,233 73	236,351 55	78,877 93
Hong Kong and Const Ports .	4,757 77	4,401 85	20,867 67	3,688 87
United States of America ...	...	44,342 44	2,458 60	96,589 34
Montreal*	325 15	15,025 47	...	...
Australia	325 66	...	...	...
Continent	172 5	233 16	...	...
Japan	...	...	167 10	...
Amoor	...	...	256 74	...
Singapore	...	...	45	...
Total	296,930 82	160,241 65	260,146 56	179,156 14

OPIMUM.

The import of foreign opium for local consumption in all the open ports amounted, in 1864, to 52,083 piculs; in 1865 to 56,133 piculs.

The imports at the different ports were as per following Table :—

Imported into	Malwa.	Patna.	Benares.	Sorts, Turkey and Persian.	Total Import, 1865.	Total Import, including all sorts, 1864.	Total Import, including all sorts, 1863.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Shanghae—							
Imported and stored on board receiving vessels	20,769	12,105	2,622	546	36,042	30,521	38,223
Re-exported from receiving vessels to other Chinese ports ...	19,216	2,113	998	579	22,906	13,314	10,606
Landed for local consumption ...	3,446	9,386	1,687	84	14,603	19,709	21,789
Canton—							
Landed for local consumption ...	1,336	1,041	...	...	2,377	2,490	3,469
Swatow. Ditto	984	2,235	902	...	4,121	4,712	3,743
Amoy. Ditto	18	542	3,105	170	3,835	4,037	3,193
Foo-chow. Ditto	1,815	2,283	1,112	308	5,518	6,246	6,628
Formosa. Ditto	2	142	2,112	32	2,288	997	...
Ningpo. Ditto	2,292	500	206	104	3,192	3,305	2,679
Hankow. Ditto	2,824	339	41	148	3,352	1,999	1,412
Kiukiang. Ditto	2,204	32	...	5	2,241	2,202	1,993
Chiukiang. Ditto	4,513	331	40	2	4,886	1,693	600
Che-foo. Ditto	2,429	169	...	46	2,644	1,314	873
Tien-tsin. Ditto	4,257	685	896	223	5,561	2,975	3,708
Newchwang. Ditto	1,365	138	...	9	1,515	504	...
Total	27,488	17,823	9,601	1,221	56,133	52,083	50,087

Or, showing the sorts imported as follows, for local consumption :—

	In 1863.	In 1864.	In 1865.
	Piculs.	Piculs.	Piculs.
Malwa	34,967	29,998	27,488
Patna	12,757	16,412	17,823
Benares	2,363	6,063	9,601
Sorts	...	610	1,221
Total	50,087	52,083	56,133

* The export of tea to Montreal from January to June 1864 was 1,922 piculs 6 catties, black; and 15,514 piculs 42 catties green.

The total import of foreign opium in Hong Kong, as computed by the "China Overland Trade Report," amounts to 76,523 chests, as per following Table, with the clearances for export and consumption, and the corresponding closing rates of each English mail, between Hong Kong and Shanghai.

COMPARATIVE Table of Imports and Clearances for Export and Consumption of Opium at Hong Kong, with Comparative Closing Rates of each Mail at Hong Kong and Shanghai.

Departure of English Mail in 1865.	Imports.			Price at Hong Kong.		Price at Shanghai.		Clearances for Export and Consumption.		
	Malwa.	Patna.	Benares.	Malwa.	Patna.	Malwa.	Patna.	Malwa.	Patna.	Benares.
	Chests.	Chests.	Chests.	Dollars.	Dollars.	Taels.	Taels.	Chests.	Chests.	Chests.
1st mail .	830	2,215	...	585	442	435	320	820	700	600
2nd " .	1,563	1,100	...	635	450	465	332	...	...	...
3rd " .	1,384	3,200	2,000	640	412	470	325	1,200	1,150	800
4th " .	...	1,376	...	620	410	480	330	1,300	1,150	900
5th " .	1,428	1,120	1,300	630	417	465	335	1,200	1,350	925
6th " .	1,100	1,020	750	637	417	470	335	1,400	1,250	925
7th " .	766	1,077	1,188	650	425	495	330	900	1,000	900
8th " .	1,067	380	335	665	450	515	335	1,000	1,100	1,000
9th " .	425	700	900	695	460	505	335	700	700	800
10th " .	1,350	900	1,023	675	455	505	330	1,100	1,000	1,350
11th " .	925	2,500	1,700	650	417	480	335	900	750	650
12th " .	990	918	375	660	435	485	322	950	1,300	1,100
13th " .	702	2,335	1,800	680	430	515	345	860	1,200	900
14th " .	885	250	120	720	437	505	325	875	2,300	1,250
15th " .	690	2,700	1,900	730	405	540	335	650	1,000	800
16th " .	824	...	...	820	555	605	380	900	1,500	1,050
17th " .	220	1,000	900	850	660	615	415	330	500	500
18th " .	1,040	...	...	865	640	665	515	900	480	600
19th " .	1,343	2,313	1,350	820	640	625	450	1,000	900	500
20th " .	1,600	200	160	810	370	725	485	2,000	1,100	850
21st " .	...	3,200	2,450	800	522	680	420	550	1,500	1,000
22nd " .	1,519	285	140	825	540	680	405	1,520	1,150	1,050
23rd " .	2,300	1,800	...	895	642	705	460	1,560	2,350	...
24th " .	2,800	500	340	880	670	665	450	2,400	1,150	660
Total .	26,301	31,489	18,733	...	...	...	...	25,005	26,680	19,000

The preceding opium tables show the import of opium—

In Hong Kong amounts to	Chests.
And the import at all the open ports to	76,523
	56,133
Difference	20,390

which amount would have to be taken for the annual consumption of Hong Kong and Macao (?)

APPENDIX.

Report on the Trade at the Port of Shanghai for the Year 1865.

*Office of Maritime Customs,
Shanghai, February 1, 1866.*

ON the memory of the merchants of Shanghai, the year 1865 will remain pre-eminently impressed as one of great contrasts—a year of heavy losses, and of fair profits. The painful emotions, the cruel anxieties of the first six months, are still present to the minds of all. Mail succeeded mail bringing the same sad tale of the unfortunate result of 1864 speculations: of tea losing 60 per cent.; of cotton without purchasers; the arrival of each steamer announced the failure of some old established and respected firm which had succumbed, involving in its ruin minor houses whose interests were identical and connected with it. On the other hand, local speculations, based on a state of things irrevocably gone by, turned against their authors; the rebels were destroyed, and consequently the thousands of refugees, who had flocked for shelter to the settlements, had returned to their homes, leaving the long rows of houses, which had been built expressly for them, entirely abandoned, and reducing land, purchased at exaggerated rates, to a merely nominal value.

The export season opened under unfavourable auspices; both tea and silk were paid for at too high a price; many a merchant, who found himself obliged to purchase, did so, certainly fearing a repetition of his former losses. We shall see, however, that these fears were not destined to be realized. The latter part of 1865, by a happy combination of circumstances, has repaired, if not entirely, at least in a great measure, the disasters of the first part; and admitting that the storm has been terrible, and that its course is still marked by grievous ruins, its effects are already mitigated for those who could sustain its fury, and who, discouraged for a time, are now enabled to pursue their labours with renewed energy and confidence.

As we have to describe the different phases of the trade of Shanghai during the year just past, we cannot but congratulate ourselves that the task is more agreeable than during some part of that period we had reason to expect, and that, as a conclusion, we shall be able to present satisfactory results and encouraging prospects.

*I.—Foreign Trade.**

Table No. 4 of the first division of the returns shows that the net total of the foreign import and export trade is 64,745,945 taels, against 60,622,571 taels in 1864; thus giving a balance of 4,123,374 taels in favour of 1865.

Imports.

The importation of foreign goods, which in 1864 amounted to 30,000,000 taels, in 1865 reached 35,000,000 taels. This increase is

* N.B.—For the guidance of persons not conversant with Chinese matters, we may here remark that the tael is worth on an average 6s. 4d.; and that the picul, divided into 100 catties, is equivalent to 133½ lbs.

principally represented by cotton and woollen goods, and opium. The importation of cottons and woollens has never hitherto been so prosperous.

Grey Shirtings.—Grey shirtings in 1864 attained only to 549,041 pieces, whilst last year, they figure on the returns for 1,291,865. The heavy exports of cotton during the preceding year having rendered the raw article very dear, and proportionately diminished the manufacture of native cloth, foreign cotton piece goods were naturally in great demand and commanded high prices. In March, when the waters of the Peiho were open to navigation, and it thus became possible to arrive at the Tien-tsin market, the price rose to 4 taels, 3 mace 5 candarines per piece of $6\frac{1}{2}$ catties; the average price has however been 3 taels 7 mace 5 candarines.

The merchants of China were astounded to find amongst the cotton goods arriving from Europe, a large proportion of pieces damaged by "mildew." During the commencement of 1865, 15 per cent. of the grey shirtings which were brought to this port, were received in this condition—a fact which we are able to state from our knowledge of the numerous claims for a reduction of duty which were made to the Customs. Nothing on the outside of the bales indicated any damage; but on opening them, several pieces were perceptibly mildewed, mixed up with others of requisite quality. Of the former, some would be perhaps simply covered with spots of mildew; others again in a complete state of rotteness. Endeavours to explain the cause of this resulted in the discovery, that manufacturers in England, being obliged to make use of an inferior quality of cotton, not so pure in colour as the American article formerly used, in lieu of starch to stiffen their goods, employed "silicate of soda," which gives them a whiter appearance, but which attacks the thread in a greater or lesser degree, and rots it gradually as soon as the goods are packed.

Whether in this there is an intentional fraud or simply an error, be the case as it may, the damage done to the trade of China is none the less serious, both materially and morally. Chinese dealers were in the habit of buying cotton piece goods by muster; now they open the bales and carefully inspect the contents, thus showing that their confidence has sunk from its former level.

Numerous claims were naturally made upon the manufacturers, but without success, and were declared inadmissible by the Courts of Justice—a decision which rendered merchants in England excessively careful in their examination of cottons, before taking delivery; thus causing a diminution in the proportion of mildewed goods towards the end of the year, though it still averaged 10 per cent. Now, however, that the manufacturers have every facility for procuring a better quality of cotton, it is to be hoped that these complaints will soon disappear; the sooner the better, for, apart from the losses which have been already sustained at Shanghae, an atmosphere of distrust, more or less marked, remains hanging round grey shirtings, and as their sale is progressing so favourably, it would be much to be regretted should it be checked by proceedings, which, whether culpable or not, are certainly treated by the Chinese as proofs of bad faith. These mildewed goods have, for the most part, been thrown upon the market of Shanghae itself, where second hand dealers have purchased them at reduced prices.

White Shirtings.—The importation of white shirtings has remained stationary, viz., 212,097 pieces in 1865, and 212,236 in 1864. In April and May the prices were good, and indicated activity; but this demand was not of long duration. It should be remarked, that this year a considerable quantity of both white and grey shirtings have been sent by way of Suez.

With regard to other cotton goods a falling off in the quantity imported is to be noted; the Chinese, not being in such absolute want of those kinds, limited their purchases in proportion to their increase in cost price. As regards T-cloths, the difference between the two years is not great, *i.e.*, 156,765 pieces against 171,340; these goods being looked upon with a very favourable eye, in consequence of their close resemblance to the native stuffs of the same kind, a still larger circulation most probably awaits them in future. In chintzes and furnitures, the difference is very marked—86,736 pieces, against 123,119; still more so in handkerchiefs—21,997 dozens, against 98,166 dozens.

The importation of American drills, jeans, and sheetings, has become almost nil, and the damage done to this class of goods by the war, may be seen by the following Table:—

						Pieces.
1863	..	..	..	..	..	403,638
1862	..	..	..	..	..	99,744
1863	..	..	..	..	..	21,290
1864	..	..	..	..	..	12,787
1865	..	..	..	..	..	2,738

However, this depression as regards the trade in some special articles, has but a very slight effect upon the total trade in cotton goods; on the contrary, 1865, as we have already shown, is remarkable for the large increase of its importations, and for the profits they have realised; and now that they can be sold cheaper than during preceding years, English cotton goods can easily contend against native manufactures; more particularly as the preference shown by the Chinese for the latter is far from being so strong as formerly. The general opinion is that native cotton will continue to maintain high prices, as heavy rains have damaged the cotton crops in the coast provinces, as well as those of the west, where the cultivation of the textile is most extensive; consequently, the merchants of Shanghai count upon a considerable trade in cotton goods during 1866.

Woollens.—The Returns also give a striking proof of the increasing appreciation of the Chinese for woollens. English camlets, from 74,771 pieces in 1864, have run up to 115,115 pieces in 1865. Prices have varied but little during the year—say from 17 taels to 19 taels for ordinary kinds. Dutch camlets were quoted at from 23 taels to 24 taels during the first months of the year, and afterwards went up from 25 taels to 29 taels. Spanish stripes, which the Chinese are learning to appreciate daily more and more, have increased their figure from 31,507 pieces to 47,430 pieces. Scarlet long ells have suffered a slight diminution; 117,646 pieces in 1865 against 128,810 pieces in 1864, to compensate for which they have commanded a good price; for most part they have found an outlet at Hankow, where they are in greater demand than at any other port.

Lustres and Orleans show a visible increase; 168,327 pieces against 136,591 pieces in 1864. Goods of this class known as “figured” have augmented 30 per cent., and it is said that the Chinese will gradually substitute them for their own silks, thus assuring for them a steady progressive importation.

Matches, Needles, &c.—Apart from cottons and woollens we can only particularize, amongst western manufactured goods adopted by the Chinese, needles, matches, watches, and musical boxes; other articles are insignificant.

The importation of needles has greatly augmented, as 271,134 thousands were received here in 1865, whereas only 66,625 lots of the same quantity arrived in 1864. Tien-tsin is their principal market.

Of matches the same remarks may be made, as they appear on the

Returns for 47,894 gross, whilst in 1864 the importation amounted only to 16,201.

The trade in watches has remained nearly equal during both 1864-5, viz., a little over 45,000 taels in each year.

Musical boxes are apparently losing favour, as they have fallen off 8,000 taels in value as compared with 1864.

These different articles are exported principally from Continental Europe, and form the great proportion of its trade with Shanghai, but as they are not brought here direct but are landed by vessels at Singapore and Hong Kong, they do not appear on the Table specially dedicated to importations from the Continent.

Opium.—With a view of preventing the use of opium among its subjects, the Chinese Government has rigorously prohibited the cultivation of the poppy in the Sze-chuen and Shanse provinces; but this prohibition, the effects of which have been real in those provinces, and which has diminished the production of native opium, has failed in its reformatory purpose, and has only increased the importation of foreign drug. Patna and Malwa, which in 1864 gave a total of 28,881 piculs, show in 1865 33,438 piculs. The latter rose from 435 taels per picul to 650 taels and 700 taels; the former from 320 taels to 450 taels and 480 taels per picul.

In 1864, Benares opium figures in the Returns for 1,212 piculs, in 1865 for 2,637 piculs. Persian opium, which had but very rarely been brought to this port, amounts this year to 533 piculs, Turkish opium to 69 piculs 89 mace.

The total opium trade of 1865 is 36,680 piculs, valued at 17,769,726 taels, representing less 2,000,000, within 50 per cent. of the total value of the import foreign trade at Shanghai.

The treasury of the country draws valuable resources from the pernicious drug; this year it has paid into the Custom-house of Shanghai 785,457 taels, besides considerable transit dues in the interior. The Table specially set apart in the Returns for the opium trade divides the total import of that article into 20,000 piculs re-exported to Ningpo and the northern and Yang-tze ports, and 14,440 piculs landed at Shanghai for local consumption and for that of the province.

It is remarkable that among the Yang-tze ports Chin-kiang figures as the largest consumer; but this is in consequence of its having in its neighbourhood the rich market of Sien-niu-miao, which formerly drew its supplies in native craft from Shanghai, but which now has its requirements met by the drug brought in steamers to Chin-kiang.

When comparing the imports of opium for the last ten years we were surprised by the discovery that the trade in opium had but slightly benefited by the opening of the ports after the Treaty of Tien-tsin. In 1856, when the receiving ships, in lieu of being ranged in front of the Bund, were obliged to be moored at Woosung, the deliveries at Malwa and Patna amounted to 33,672 chests, whereas in 1865 they only formed a total of 33,348 chests. At certain periods of the year large convoys of junks loaded for the northern ports, causing a temporary activity in the Shanghai market.

Are we, from these premises, to come to the conclusion that the opening of the Treaty ports has been of no benefit to foreign trade? As far as opium and the exports of Chinese produce are concerned this may be the case; but a glance at the Returns for some years past proves that not a doubt can be entertained as to the great advantages which have been offered to and gained by manufacturers by the opening up of the new outlets.

Metals.—The imperfect working of the mines of China, and the still

primitive methods used in manufacturing native metals, do not allow of their competing favourably with those of foreign countries. The importation of nail rod iron in 1864 was only 90,601 piculs, whilst in 1865 it amounted to 128,702 piculs, of which quantity the Continent furnished 6,000 piculs, the remainder coming from England. This article has been of easy sale at a well sustained price, say, at an average of $2\frac{1}{2}$ taels per picul, at which figure Chinese iron cannot be produced. The latter is rarely obtainable in large quantities, and only in small-sized pieces. Some is to be bad of excellent quality; indeed, a certain kind coming from Tien-tsin (Pecheli) and from Wan-chow (Che-kiang) do not yield in any respect to the best Swedish iron; and we know that a sample which was sent to Leeds some time ago was returned to China in the shape of a vice, perfectly polished, and upon which could be clearly discerned the fine fibres of the metal, which was declared equal to No. 2 Swedish iron. Hankow iron is more inferior, and to obtain pieces of any size would require heating, hammering, and flattening out—operations which must necessarily increase its cost, already far too high. This metal comes from Yunnan, the only province where extensive mines of iron are to be found, and considering the remote distance at which they are situated and the absence of any suitable roads to them, China must necessarily for a long time continue to draw her supplies from foreign countries.

Pig iron, imported in 1864 to the amount of 12,184 piculs, has risen to 30,927 piculs. The small arsenals organized by the authorities of Kiang-nan order their supplies of this article from England and America.

Lead finds a market both in Shanghae and in Japan, and is sent partially to the coast ports. The importation of 1865—say 46,497 piculs—is 20,000 piculs less than that of 1864.

Coals.—Six different kinds of coals have, up to the present time, made their appearance in the Shanghae market:—

- | | |
|----------------|--------------|
| 1. English. | 4. Japanese. |
| 2. American. | 5. Formosa. |
| 3. Australian. | 6. Hankow. |

And as the coal trade occupies a conspicuous place in the Returns, we will devote a few lines to this subject. The total import of this year, 93,779 tons, is far below that of 1864, which amounted to 117,380 tons, or nearly 2,000 tons a month more. This falling off is more particularly notable in English coal, which has declined from 83,554 tons to 47,814 tons. This has its source in several causes combined,—the decrease in the number of steamers employed on the Yang-tze and on the coast, the competition of other coals, more particularly those of Japan and Australia, and, above all, the small number of vessels despatched from Great Britain to China.

The coal trade could not of itself establish and sustain a direct line of navigation between Europe and the Far East. Vessels which bring this article to Shanghae are destined to take back a much more valuable return cargo—tea, for instance; they are, therefore, enabled to carry coal as an outward cargo at a very reduced rate, and to lay it down in Shanghae at a reasonable price. But, as will be seen farther on, fewer vessels having been sent from England this year, less English coal has arrived in Shanghae. Consequently, prices have ranged high; from $6\frac{1}{2}$ taels to $7\frac{1}{2}$ taels they reached 10 taels and 11 taels towards the end of the year. It is supposed that the arrivals of English coals will be in a similar proportion in 1866.

American coal sells at too high a price to be employed to any great extent by steamers; their importation has also fallen off—9,176 tons against

12,463 tons; they have risen in price from 10 taels to 13 taels, and even 14 taels. These coals are anthracite, and as they emit little or no smoke the Chinese use them in blacksmiths' shops and tea-firing establishments. The excessive dearness of English and American coals has led, naturally, to the use by steamer owners of coal procurable from nearest sources, and at a cheaper rate, although of inferior quality. Thus Australian coals figure on the Returns for 27,011 tons, whereas in 1864 they represented only 21,227 tons. Japanese coal, which in 1864 only attained the humble number of 136 tons, has this year reached 3,114 tons.

Australian coals are shipped at the ports Sydney and Newcastle, and can be delivered here at 6 taels. Towards the end of the year a brisk demand ran them up to $8\frac{1}{2}$ taels and $9\frac{1}{2}$ taels.

Japanese coals are destined to command a large sale. For a long time the privilege of furnishing coal to steamers was a monopoly of the Tycoon's Government, which delivered, without discrimination and at a fixed rate, coal of very inferior quality. Last year, however, this monopoly being discontinued, other Daimios, owners of mines, entered the market, offering coals, of which several kinds were found highly satisfactory, and their quantity cannot but improve, as the European system of working the pits is in many cases adopted. The coals of Sa-ka-sima and of Oki-sima are the best; and it is estimated that 25 tons of these coals will do as much work as 20 tons of English. The mines of Satzuma promise to turn out equally good coal as soon as the seams have been worked to a sufficient depth.

The coal of China is at present inferior to all the other kinds; but if the natives would but profit by the example set them by the Japanese and learn to work their mines properly, they would no doubt be enabled within a very short time to furnish coals of good quality; however, every access to the mines is still closed with jealous care against any attempt at innovation. Hankow coals are used by some steamers, mixed with English, for their return voyage; they cost 6 taels on board, but at this price they cannot expect to compete in the market of Shanghai. The mines of Keelung (Formosa) might also be made to furnish good coals, but they are for the present only used by steamers for want of better, and it was only towards the end of 1865, when other coals were very dear, that any Formosa coals were brought here and sold from 5 taels to $6\frac{1}{2}$ taels.

Timber.—The sudden stoppage of many of the enterprises of preceding years such as the building of wharves, houses, godowns, &c., has seriously affected the importation of foreign wood. Softwoods, which came from Puget Sound, Oregon territory, and Japan, have fallen from 9,251,611 square feet, to 5,528,046. Hardwoods have also suffered very considerably, 30,000 in 1865, against 150,000 pieces in 1864. They come from Japan, Siam, and the Straits. Steam saw-mills have been established in the neighbourhood of Singapore, which turn out beautiful timber of the Malayan archipelago at reasonable prices. It is there that China will have to repair to supply her timber yards, when, at some future time, she builds vessels of her own, after western models.

Sugar.—The south of the Fohkien and the west of the Canton provinces, the principal producers of native sugar, having been last year a prey to the remains of bands of Taepings, the importation of foreign sugar has considerably increased. Thus, whilst Swatow, Amoy, and Hong Kong sugars have diminished 185,609 peculs, as compared with 1864, foreign sugar has increased 134,937 peculs. The total import of sugar at Shanghai during the past year was—

					Piculs.
Foreign sugar	..	..	..	..	259,801
Native sugar	..	..	..	..	530,990
Total	..	..	..	..	790,791

More than half of the former comes from the Philippine Islands, the remainder from Singapore, Siam, the Straits, and Cochin China. As the rebels have not yet been driven away and still occupy nearly the same positions, it is probable that the quantity of native sugar produced in 1866 will not increase, and that the importation of foreign sugar will still be considerable.

Rice.—The great reduction in the quantity of foreign rice brought to this port in 1865, gives an idea of the rapidity with which the country, now restored to tranquillity, is made to resume its proper degree of cultivation. This year 706,342 piculs of foreign rice were imported, that is to say 50 per cent. less than in 1864. The quantity of rice furnished by the province must be considerable, for, although still below the average of good years, it has been sufficient to keep rice down to so low a price, that importers could not make it remunerative; a most unexpected disappointment, as, during the first month of the year, the aspect of the country announced the absence of some of its inhabitants and the failure of the first crops. This year Siam has not participated in the importation of rice in consequence of the famine in that country and the consequent prohibition of the export of this article; the supplies aforesaid came from India, the Philippines, and Hong Kong (doubtless Saigon and Cambogia).

Trade in rice can no longer be classed among the usual transactions of business at Shanghai; and although, on the one hand, foreigners must rest satisfied with the more flourishing condition of the province, the increase of its internal richness, and, as a natural consequence, the greater chances which are thus reserved for success in other transactions; still, on the other hand, the shipping interest loses one of the principal sources of freight from which it has drawn employment during preceding years.

Division of Imports amongst Foreign Countries.

Of all the countries which participate in the importation of foreign products to Shanghai, Great Britain ranks first, both by virtue of its direct trade and by that of India. The latter country sends to China, rice and opium, representing this year the sum of 17,769,726 taels, or 1,634,731 taels more than in 1864. This is all net income as India takes nothing in exchange from the Middle Kingdom. Direct importations from Great Britain attained, according to the Returns, a value of 12,710,681 taels, to which should be added the value of English goods landed in the first place at Hong Kong, and afterwards re-shipped to this port, which would increase the above sum some two millions of taels. About one million and a-half of taels stand to the benefit of Great Britain this year. Importations from America are represented by 482,593 taels, about the same amount as in 1864; but the crisis reigning in the United States during this time prevents this being a true estimate of what would be, under more adventitious circumstances, the true value of the import trade of that country.

To the 132,643 taels given by the Return Table for the Continent should be added the value of all the sundry goods imported in the first place to Hong Kong, such as needles, matches, &c., which we may put down as at least another million taels. Direct importations from the Continent have

visibly increased this year, say 50 per cent. Cloth and Spanish stripes, which have hitherto been borne on the returns for an insignificant amount, figure this year for 50,000 taels.

Japan has imported during 1865, 2,257,986 taels—thus surpassing the value of her 1864 imports by 559,705 taels. The statement of her trade with Shanghae may be made out as follows:—

				Taels.	Taels.
Imports from Japan]	..	..	..	..	2,257,986
Foreign goods exported to Japan from Shanghae	.		.	1,915,398	
Native produce	..	..	..	223,856	
Total	..	..	..	2,139,254	2,257,986

These totals nearly balance each other, but, in addition to the exports from Japan, we must take into consideration 11,326 bales of silk which were sent to Shanghae, the value of which does not appear on the Returns, as they were not landed here but merely transhipped on board the mail steamer for conveyance to Suez. Among the list of import articles we would particularize,—cottons, woollens, metals, charcoal, salt fish, timber, seaweed, sharks' fins, and ginseng. This year the Tycoon's Government, in order to pay a portion of the war indemnity, sold at Shanghae a considerable portion of copper cash, which, although not bearing the mark of any Sovereign of China, found, nevertheless, a not disadvantageous market. Japan ginseng, so highly appreciated as a remedy by the Chinese, has greatly diminished in price during the last few years. In the Treaty Tariff we find it classed at the same valuation as the Corean ginseng, now worth twice as much, so that importers of the former now find themselves obliged to pay a duty amounting to more than 20 per cent.

In 1865, many sailing vessels, instead of coming to Shanghae, discharged their cargoes at Hong Kong, so that the exports from that port amount to 3,905,063 taels, whereas in 1864 they were only 1,922,092 taels, Hong Kong is not only an entrepôt for a large quantity of goods despatched from Europe, but also for merchandize arriving from Borneo, Siam, Cochin China, and the Straits which are there reshipped to different ports, where the markets offer more advantages.

Imports from the Philippine Islands, from 369,790 taels, which figure they reached in 1864, increased in 1865 to 575,616 taels. They consist chiefly of sugar, rice, betel nut, indigo, and cordage.

Australia furnishes Shanghae with coal, but we have already noted the progress made by the commerce of this country.

Siam, from the impossibility in which she has been placed of exporting rice, sees the value of her decline from 638,375 taels in 1864, to 65,320 taels.

Singapore has also suffered from the depressed state of the foreign rice trade at Shanghae; her imports have fallen off from 1,115,080 taels in 1864, to 522,686 taels in 1865.

The decrease for these two countries is 1,165,449 taels, the increase for all the others is 5,656,915 taels. Foreign imports have consequently progressed during 1865 to the extent of 4,491,466 taels.

Exports.

Silk.—The total value of the exports of Chinese produce to foreign countries during 1865, differs only by one million of taels from the total of 1864; the great reduction in teas and cottons having been nearly compensated for by the value of 20,000 bales increase in the export of silk.

The silk market opened when the commerce of Shanghai was still in a state of confusion, commenced so precipitately and at such prices that there was a renewed outcry against rashness. The first purchases were pushed on to such an extent that the Chinese brokers scarcely gave the buyers time to examine the bales, saying "Take them at once or we shall offer them to others." The silk appeared, however, to be of fair quality and in good condition. The mail steamers hardly sufficed to carry away the numerous offers of freight which were pressed upon them. One steamer of the Messageries Impériales alone loaded 5,000 bales; 22,000 bales were thus exported during the months of June and July. In consequence of this excitement the Chinese hurried their silk on the market; a certain lot, brought from the interior under torrents of rain, arrived damp, and being shipped on board the steamer too soon, it reached Europe in a damaged state, which, very probably, may be attributed to a slight fraud on the part of the peasant growers, who, very likely, wetted the centre portion of the bales to make them weigh heavier, and thus increased the effects of the dampness of the weather. The rains were so heavy and continued that they ruined a considerable part of the second crop—that of August,—which did not amount to the half of what was anticipated, so that the total export of the year, which should have been from 50,000 to 60,000 bales, did not amount to more than 43,000. At the beginning of the year the stock was exhausted; a few hundred bales, which were on the market, fetched extravagant prices, which naturally retold upon those of the opening of the season. No. 3 tsatlees, of which kind is the largest yield, commenced at 430 taels,—by the end of July they were at 515 taels,—at 570 taels in October, and at 600 taels by the end of December. Silk transactions were, however, in a very healthy condition; advices from Europe announced that the continental crop would be far below the average, and that the terrible and unknown disease among the worms continued to inflict on them a grievous mortality. On the other hand exchange on Europe was low—say 6s. 3d. per tael; and there was plenty of specie in Shanghai to prevent its ranging much higher. In short, silk operations turned out highly satisfactory; it is reported that some showed a profit of from 4s. to 5s. per pound. The Chinese grower, overjoyed doubtless at the prices he realized during 1865, will probably devote every attention to next silk season, which promises to be an abundant one if the elements are not unfavourable. It remains for the merchants to take every precaution to find out whether or not the silk of China will again be as absolutely necessary to the manufacturers of Europe, and also to ascertain the results of the eggs of the Japanese silkworms; in any case, prudence should dictate a little less confidence than has been formerly shown in making purchases. 12,055 bales of Japanese silk passed through the port of Shanghai in 1865. Only a few hundred were landed.

Teas.—The immense losses experienced by the teas of 1864, owing their principal source to the fact that the quantity sent forward far exceeded the capacity of the London market, it is not surprising that the export of this article for 1865 shows a considerable decrease. This is applicable, however, to black teas only, the total of which, say 262,147 piculs, is 25 per cent. lower than during the preceding year; these are the teas which are consumed in England, and in Russia. Green teas, which are used in America, were in a most advantageous position through the cessation of hostilities in that country, and their exportation has made great progress, as will be seen below.

We have only a few general observations to make on the subject of

teas, as Shanghai is merely a depôt for them. Black teas come from Hankow and Kiukiang; green teas are sent from Kiukiang and Ningpo.

Black Tea.—Although prudential counsels were the order of the day for tea more than for anything else, the black teas, which were purchased at Hankow on the opening of the market, were paid for at a higher rate than was expected; after the first chops had been received, a little more moderation was shown in buying, but soon after the news of the reduction of the duty roused every one to fresh activity, and prices, which had a downward tendency, again ran high. Amongst the accusations which public opinion at home has directed against Chinese trade during the last few years, it has not perhaps sufficiently taken into account the exceptional circumstances which have to be encountered by foreigners in this country. As the tea season approaches, the merchant, who is ignorant of the language, is obliged to have recourse to native agents, to get teas sent down from the interior; he is consequently, as regards opening prices, at the mercy of these brokers, who come to a perfect understanding together in order that the price may not be any lower than that of the preceding season. As it is a well known fact that the teas which arrive first in the London market leave a large margin, a competition takes place to see who can buy them, and, above all, who can buy them the quickest; a similar thing would occur in Europe, and indeed everywhere else. This, of itself alone, creates a rivalry at the opening of each season, of which the native merchant knows full well how to reap the profit; once the first eagerness over, the demand lessens, and prices should do so gradually, but the Chinese are tenacious, and they persist in their demand till the foreigner is forced to yield; they even contrive to run up prices up to the end of the season. What remedy can possibly be found for this state of things? Do without native agents and transact one's business oneself! The difficulties presented by the language and the numerous usages of Chinese trade are obstacles which have hitherto proved insurmountable. Combat the native with his own weapons, and concert together not to pay more than a certain price! This is a system incompatible with the liberal commercial spirit of the age, and which would assuredly fail; the foreign merchant is truly powerless before his adversary. This year, black teas, which opened at 32 taels per picul, had, by the end of it, risen 6 taels, but thanks to the reduction in the quantity exported and to the care with which they had been prepared, they have been sold, up to the present time at a profit.

Green Tea.—The purchase of green teas was more happily managed, owing to the uncertain aspect of affairs in the United States, which paralyzed operations during the first months of the year, and so lowered prices as to cause considerable losses to Chinese holders, thus allowing exporters to operate with security in making their bargains. When peace came, assuring an easy outlet to these teas, prices flew up immediately, but the requirements of America were so considerable that all green teas have been profitably sold. In 1865 the export of this article amounted to 209,418 piculs, against 151,089 in 1864; 104,259 piculs have been sent to the United States, and 85,820 piculs to England. The season was inaugurated by "Ping Soueys" fetching 2 or 3 taels less than in 1864; at the end of the year they averaged 35 taels per picul.

In endeavouring to discover the causes which have led to the crisis in teas, we find that the trade, so far as regards green teas, has been the victim of circumstances rather than of errors. The United States were approaching the most eventful period of their civil war and completely stopped all purchases on the London market, which had become the depôt for these teas, thus leaving large stocks on the hands of merchants, which they found it impossible to realize. As we have before stated, the export

of black teas was too great, both for the wants of Great Britain and for the demands of Russia which had been much exaggerated.

The spirit of speculation then rife at Shanghai, threw into tea transactions many who were perfect novices and inexperienced in the trade; their operations, dictated by chance, completely upset the habitual prudence of older hands; hence absurd prices, inferior qualities, and a miscalculated export. As bankruptcy has carried away most of these obnoxious speculators, and as the survivors no longer meet with the same facilities in finding money for their rash undertakings, the tea trade is gradually resuming the wise and healthy course which it formerly followed.

Cotton.—The export of cotton to Europe still continued at the beginning of the year; in January and February nearly 90,000 piculs were sent to England. The rapid succession of events in the Southern States became known shortly after; the successful raids of General Sherman, the taking of Savannah, of Fort Fisher, of Charlestown, and finally the fall of Richmond and the pacification of the South, which latter put an end to any attempts at further exportation. From 18½ taels per picul, cotton fell immediately to 13 and 14 taels. Stocks in Shanghai were then sent to other ports in China, more particularly to Hankow, which may have thus recovered most of the very bales previously exported thence. The autumn season was active, as the southern ports had to provide themselves with supplies which had not been renewed the previous year; still the export of cotton was far from what it was expected to be, for at least one-half of the cotton crop in Kiang-nan was either spoilt by the same rains which so damaged the silk, or inundated by the breaking of a long line of dikes in the bay of Hangchow. Tien-tsin and Cheefoo cottons, which in 1864 were re-exported to foreign countries, were this year sent to Hong-Kong and the neighbouring ports.

The high price paid for it, and its inferior quality, marked out China cotton as one of the first victims to the re-opening of the ports of Southern States of America, but the losses thus caused do not appear to have fallen any less severely on the Chinese hongts than on the foreign merchants. Of the former, many were already ruined in 1863, by the bad faith of the peasants, who, suddenly finding that they could obtain better prices than those agreed upon, broke their contracts, and by placing the hongts* in the impossibility of fulfilling their engagements, forced them to close. In 1865, hongts which held large stocks, or which had already made contracts with the interior at too high prices, found themselves also involved in ruin.

The market of Shanghai, which was the centre of very extensive cotton operations, has not thus been enriched by them, as the money put in circulation by purchases of this article, was engulfed in the interior, and contributed in no slight degree to remedy the disasters which the province had suffered from the rebellion. As regards the export of cotton to foreign countries, 1865 is naturally far below 1864, namely, 100,137 piculs against 336,503 piculs. If, as is probable, China is not destined to pay any more tribute to the "king cotton" of the west, the year 1866 will see the trade of Europe and America re-enter its former groove of tea and silk. Apart from these two articles, we find others on the returns in but very insignificant quantities: a few piculs of nuts and rhubarb; Chinese grass, which some European companies are making preparations for using as a textile, figures to the extent of 5 piculs only. The progress made by China towards the adoption of articles of European manufacture, is still more rapid than that of Europe in availing herself of Chinese products.

* "Hong," native house of business.

III.—*Coast Trade.*

Coast Trade.—In comparing the Return Tables which sum up the commerce of Shanghai with the coast and Yang-tze ports during 1864 and 1865, it can be seen at a glance, that the value of imports has decreased 4,755,916 taels. The ports of Canton, Swatow, and Amoy, situated in the Canton and Fohkien provinces, ravaged throughout the year by the rebels, show a diminution of 1,577,843 taels; Formosa of 242,341 taels; Hankow, the port of black teas, has fallen off 3,371,604, taels; Kiukiang, the port of green teas, has increased 464,931 taels; Tien-tsin, which did not export as much cotton as in 1864, shows a deficit of 673,704 taels. The importation of Chinese products into Shanghai, amounts to a total value of 25,846,378 taels, divided into three parts: one destined for foreign countries, representing 15,435,795 taels; one re-exported to Chinese ports, 4,766,988 taels in value; and a third, amounting to 5,643,595 taels, kept for local and provincial consumption, which in 1864 amounted to 11,643,555 taels.

The export of Chinese produce to the other ports is represented by 7,702,554 taels, or 1,834,516 taels less than in 1864.

All the progress made this year rests with foreign goods re-exported, of which the total value is 24,991,620 taels; surpassing that of 1864 by 7,899,667 taels.

Whilst dwelling on the different tables of the “coast trade,” we may enter into details regarding the figures we have given above; we shall do so, however, very rapidly, for the trade of each place is analyzed by our colleagues, who are better able than ourselves to give interesting information, regarding the different products exported by or received at their ports.

Table No. IV.—There is one table, however, which comes more directly under our province, it is No. 4, headed “Native Produce exported from Shanghai to other ports.” The principal products of the province of Kiang-nan are there plainly brought forward; these are silk, silk piece goods, cotton, and nankeens. The silk to the extent of 158 piculs, valued at 234,367 taels, was exported by private steamers to Hong Kong, whence it was probably forwarded to Europe. Silk piece goods are divided amongst all the ports, and attained a value of 1,124,909 taels, against 962,338 taels in 1864. Cotton was distributed in a like manner, and reached to 182,085 piculs. Nankeens increased in quantity 1,596 piculs, but decreased in value 373,740 taels, in consequence of the fall in cotton.

The export of wheat to the southern ports is considerable, viz., 100,181 piculs; that of copper cash is less than in 1864 by 115,108 strings, 95,528 taels in value; whilst in 1864 the export of this article was 133,644 piculs, valued at 1,603,728 taels. This proves that in the districts bordering on Hankow and Kiukiang, where formerly only copper cash was current, sycee is coming more into use, which is one step gained on native routine.

The province of Kiangnan exports also a great many other products, which present a respectable figure on the Returns as regards quantity, but whose value is comparatively small. Its manufacture of musical instruments must be renowned, as no less than 47,508 flutes were sent to the Yang-tze ports, and 50,000 different instruments to Canton. We may also mention, as articles worthy of notice, fans, spectacles, and hair pencils for writing.

The preceding remarks apply only to the southern and Yang-tsze ports; the important exports from Shanghai to the northern ports are confined to silk piece goods, nankeens, and grass cloth. To Tien-tsin, for

instance, exports from Shanghai would be insignificant were they not enlarged by the re-export of foreign goods.

Table No. VI.—The re-exports of foreign goods is detailed in Table No. VI, and if we add together the imports from Europe, America, and India, that is to say, cottons, woollens, opium, and metals, and compare the totals with those of 1864, a considerable increase will be found at every port which draws its supplies from Shanghai.

This increase amounts—

						Taels.
At Ningpo, to	..	..	..	..	..	456,940
Hankow	..	..	..	..	..	1,886,437
Kiukiang	..	..	..	..	..	331,289
Chinkiang	..	..	..	..	..	1,770,701

An enormous augmentation in this last case, due principally to opium, but also to cotton goods, the imports of which had hitherto been almost nil. At Chefoo it amounted to 800,901 taels, or nearly 80 per cent.; at Tien-tsin it is 125 per cent., or an increase of 3,424,052 taels, for in 1864 the value of this branch of trade there was only 2,920,809 taels; and, lastly, even the humble port of Newchwang shows also an increase of 200 per cent., or 610,761 taels. In 1864, these articles were represented by 329,526 taels. Shirtings and T-cloths, never before imported there, appear for a value of 20,275 taels.

Table No. I.—Amongst the articles enumerated in Table No. I., silk, cotton, and tea, have been re-exported to foreign countries; the remainder are for Chinese consumption. We remark as pre-eminent the porcelain ware of Kiukiang, which represents 313,464 taels, the copper cash and cuttle fish of Ningpo, the indigo of Canton, the medicines of the southern ports, the fungus, the oil, the paper, the rhubarb, the vegetable tallow and wax of Hankow, the yellow silk of Sze-chuen, which this year shows 447 piculs, worth 178,876 taels, the sugar of Amoy, Swatow, and Hong Kong, the timber of Foochow, &c.

From the northern ports we have to make mention of the beans and bean cake, the millet and rice of Newchwang, the other articles being of small account. The satin shoes, the soap, and the dates of Tien-tsin represent an inconsiderable sum.

This Table, which assuredly is the one which gives the most trouble to the Custom-house, includes the numerous articles, more or less known, which serve as food to the Chinese, or enter into the consumption of their different industries; it might be useful as an index to the chemist, the naturalist, or the savant desirous of studying the resources and the products of these countries.

IV.—*Shipping, Treasure, and Duties.*

Shipping.—We have every reason to fear that the epoch of good freights for sailing-vessels must be numbered among the things of the past, and that they will no longer find so remunerative an employment in Chinese ports as they have done in preceding years. This year many causes united against them; in the first place, the depressed state of the rice trade, which employed so many ships between Singapore, Hong Kong, and Shanghai; the cessation of the export of cotton to Europe, and, above all, the overwhelming competition of numerous steamers running from one port to another at such low rates of freight that the Chinese are enabled to ship by them even that class of inferior priced goods known under the name of "Chowchow articles." These are the real causes of the injury done to freights by sailing-vessels. The proclamation by the

authorities of this province prohibiting native merchants from making use of foreign bottoms for the transport of bean cake has had but a very secondary effect, and was, in fact, only a concession granted to the lamentations of thousands of junks, which are rotting for want of employment along the banks of the Whampoa.

In 1866, the same causes will also be in existence, but the effects will be still more apparent; whereas, at the commencement of 1865 some hopes were still nourished of freights for cotton and rice. In July there were more than 150 vessels in port, a number which doubtless will not be seen again for a long time.

It is needless to remark that under such circumstances freights fell to the very lowest point. Some vessels only got 1*l.* 10*s.* to London; the first clippers, tea-loaded, were the only ones more favoured, as they obtained 3*l.* Other vessels were obliged to be content with insignificant freights for bringing timber from Foo-chow; many left for Europe or for different ports in America.

This decrease in the number of shipping will deprive Shanghae of much of its animation, for this floating population supported many stores, and other branches of industry, which have been already obliged to give up business, and maintained bustle and movement on the Bund and in the streets of the settlements,

To compensate for this, steamers are continually on the move, but their number has also grown less. After the Treaties of Tien-tsin and Yeddo too many were ordered out, both from Europe and the United States; since then several have been sold to the Japanese; others, less fortunate, have been lost on the Yang-tze and on the coast. This year has been particularly unpropitious; the "Chanticleer," the "Corea," the "Foh-kien," and the "Lalla Rookh," were wrecked one after the other in the hurricanes of June and July.

There are now in Shanghae about thirty-five steamers, a number just sufficient to fully meet all the requirements of trade. We do not include the fine little tow-boats destined for the navigation of the canals, and which are now condemned to idleness in consequence of all access to the silk districts having been forbidden them. Regular lines are established between this and Japan, Chefoo, and Tien-tsin, the Yang-tze ports, Hong Kong, Ningpo, and Foo-chow, which keep up a continual coming and going, besides maintaining the total tonnage of 1865 at but little below that of the preceding year, as will be seen by the following Table:—

				Vessels.	Tons.
1865.	Entered .	..	..	1,740	848,456
	Cleared .	..	..	1,810	887,747
1864.	Entered .	..	..	2,137	899,331
	Cleared .	..	..	2,104	888,728

As regards future prospects, important to the shipping interest, we may mention the expected arrival of the American mail steamers; and it may also be asked how those interests will be affected by the permission which will ere long be granted by the Chinese Government to its subjects, to own foreign vessels; for the present, the natives have not the right to change the build of their junks.

Specie.

The very great kindness of several hankers has furnished us regarding treasure with exact data which the returns were unable to supply. In

1865, the specie imported from foreign countries, Hong Kong included, amounted to 9,684,470 taels and 8,959,393 taels from Chinese ports; forming a total of 18,643,863 taels. The specie exported to foreign countries, inclusive of Hong Kong, amounted to 12,067,843 taels, which, together with 3,965,847 taels exported to Chinese ports, gives a total of 16,033,690 taels.

With this information, we can establish correctly the general account of the trade of Shanghai.

Foreign Trade.

						Taels.
Specie imported from foreign countries	..	..	..	..	..	9,684,470
Value of goods imported from foreign countries, less re-exports to same	..	..	..	..	..	35,225,965
Total	..	..	..	..	..	44,910,435
Specie exported to foreign countries	..	..	..	..	..	12,067,843
Chinese produce exported to foreign countries	..	..	..	..	..	29,559,622
Total	..	..	..	..	..	41,627,465

Coast Trade.

Specie imported from Chinese ports	..	..	..	..	..	8,959,393
Chinese produce imported, less re-exports to other ports	..	..	..	..	..	21,079,390
Foreign goods imported from Chinese ports	..	..	..	..	..	382,660
Total	..	..	..	..	..	30,421,443
Specie exported to Chinese ports	..	..	..	..	..	3,965,847
Native produce exported to those ports	..	..	..	..	..	7,702,554
Foreign goods re-exported to those ports	..	..	..	..	..	24,991,620
Total	..	..	..	..	..	36,660,021

From these two series of calculations may be easily deducted the state of specie for the year 1865. On the one hand, the value of goods imported from countries exceeding that of the native produce sent to them; on the other, the value of native and foreign merchandise sent from Shanghai to the other ports, exceeding that which was received from them, thus forcing them to make returns in specie, everything, it is evident, contributed to cause an influx of specie into Shanghai. Add to these reasons the total absence of local speculations which, in former years, set in motion such large sums of money, and the natural conclusion is that exchange must have ranged very low; effectively, from 7s. 2d. in 1864, it fell to 6s. 2d. and 6s. 4d., and only rose during the month of July, when it attained 6s. 6d. The eleven banks established at Shanghai found business very dull all throughout the year, and, in order to get rid of the specie which they had on hand unemployed, they sent it to India, and sold it to the Colonial Government to mint coin. 9,761,796 taels were got rid of in this way, and the export still continued in January 1866. As the excess of specie in Shanghai has been thus passed off, and as mail advices report that no large quantities are likely to arrive from Europe, exchange when trade revives has every prospect of rising.

Duties.

The total duties received by the Customs at Shanghai, is Haikwan taels 2,167,841, and exceeds the revenue of 1864 by 86,468 taels.

IV.—*Nationalities established at Shanghai.*

At a general glance, or, if the expression may be allowed us, taking a bird's-eye view, the nationalities which divide among themselves the trade of Shanghai, may be classed under five categories,—English, American, Germans, French, and Chinese. Under the head of Germans are included the Dutch houses, and the Swiss under that of French; this being, of course, custom only, and not by any means a distribution arising from any reasonable source. In the month of December, Shanghai contained 88 houses of business,—11 banks, 13 brokers, 13 commission houses, 14 stores, 21 houses of sundry professions, 3 docks, and 3 large blacksmith's establishments connected with the repairing of vessels. The concessions were inhabited by 2,500 foreigners, and 120,000 Chinese.

British.—The British easily obtain the larger portion of the goodly sized ingot which yearly passes through the crucible of trade at Shanghai. Their houses are the oldest; the most powerful among them are branches of those colossal establishments founded when China was still enveloped in mystery for Europe, by bold speculators who became merchant princes; they have passed through that happy epoch when the Celestial Empire was a mine of gold; the mine is still rich but now it only yields brass, and is not so easily worked, their advance is therefore considerable. On the other hand, Great Britain, as regards China, is the only really importing country, for, compared with her, the United States and the Continent show but very insignificant figures; she is, consequently, the only country that has established a substantial system of barter or exchange of produce, which is moreover greatly to her own advantage, for, by her direct imports and by opium, we have already seen that she introduces into Shanghai an amount of 36,000,000 taels, whereas she only takes away 22,500,000. Furnishing her merchants therefore with goods, through which they realize profits and are without any expense in possession of funds with which to purchase native produce, they (the merchants) have at all times been enabled to land in Europe, tea, silk, and cotton under more favourable circumstances than others, and thus absorb the greater portion of the business of China, at the same time that London has always been the general entrepôt for all exports from the "Far East." The numerous British Colonies situated in this part of the world also help to extend the circle of their transactions by the products exported from them, which increase their means of exchange. Besides local trade or that between port and port, instead of being, as is the case with other nations, a question of chance, is for them the natural corollary of those advantages which enable them besides to keep up a considerable merchant fleet in these waters, forming indeed one half of the total amount of foreign tonnage. Of 88 houses of business, 58 are British, in which we include 7 Parsee houses of good standing; the broking and commission houses, with very few exceptions, and all the banks, except one, are also British. 3 docks, 1 ship-building and 2 ship-repairing establishments are managed by British subjects and worked with British capital.

Americans.—The Americans at Shanghai are, as is the case everywhere else, in the ascendant as regards shipping, it is impossible to compete with their steamers, except by opposing them by others of the same kind and built on the same model. On the Yang-tze line, seven steamers out of nine are American; the others are distributed on the Ningpo, Hong Kong, and Japan routes; almost all are built with engines on the walking beam principle, one of them—the "Suwonada,"—bears the palm for the rapidity of her coast voyages; she averages 14 knots.

The fleet of merchant sailing vessels of the United States, now that the seas are free, will soon resume its former importance; many American clippers, during the war, flew foreign flags. This year the tonnage of sailing vessels and steamers was the same as in 1864, amounting to one-half that of the English vessels.

Six large American firms exist at Shanghai, besides extensive stores and establishments for building and repairing vessels. These firms receive from America, cotton goods, lumber, flour, corn, and quicksilver; and they send in return green teas and straw braid. This year a cargo of black tea was, for the first time, sent to San Francisco. However, the transactions of American merchants are not confined to the affairs of their own countries; they participate also in the direct trade with England.

The Pacific line of steamers will, doubtless, rapidly increase business relations between the United States and China; they will, in the first place, carry a considerable quantity of silk, which, by the English mail steamers, has hitherto passed through London; and if, as we may expect, they correspond in quickness and comfort, to what the Americans know so well how to carry out, they cannot fail to have a beneficial effect upon general commerce, and more particularly upon that of Americans in Shanghai.

Germans.—Judging from the Return Tables of exports and imports, German commerce would appear almost null, and would be disposed of by the mention of a few articles of relatively very small value; but the Germans, not finding in their own country sufficient elements of business, go elsewhere to seek them, and thus create a trade for themselves; their houses in Shanghai order out manufactured goods from England, and return Chinese produce; they have also agents and branch houses in Japan, Siam, Singapore, Hong Kong, and other ports of China.

The Germans have, consequently, had a numerous fleet here, but, as they are all sailing vessels, it is upon them more particularly that the scarcity of freights has weighed most heavily. In 1864, 285 ships, measuring 75,714 tons, entered, and 293, measuring 81,622 tons, cleared from this port; but in 1865, only 133 vessels, of 43,180 tons, entered, and 139, of 42,148 tons, cleared, and these figures will again be diminished in 1866. Previous to the formidable competition of steamers, German vessels were in great favour with the Chinese, on account of the cheapness of their freights and the quiet and benevolent character of their masters. Almost all these vessels are under the Hamburg and Bremen flags, and come loaded with German goods which find an outlet in China; of these we have already cited some, such as woollens, cloth, Spanish stripes, matches, and needles, and, we may add, some calicoes, lead, zinc of Silesia, glassware, and stores. As Shanghai offers nothing to these vessels as a return freight, they go seeking employment on the coast or at some foreign port.

The Germans have fifteen firms at Shanghai of which four are under British protection and are branches of firms established in London. They also fill some of the professions and have some stores. The Dutch, whom we have placed under the same heading, have two houses and one commercial company. In 1865, the tonnage of their ships entered, sixteen in number, was 5,139 tons, and nineteen cleared with 6,204 tons; they come principally from Borneo and the neighbouring colonies.

French.—France, the country of "ideas," imports many into China by means of her missionaries, but she does not care for importing cottons and woollens—leaving to more practical nations a free field for transactions of such profitable but vulgar nature. The table of imports from foreign

countries marks only a series of thoughts to her credit; in exports, the item, silk and cocoons, shows 5,844 piculs and 2,415,198 taels; and although this amount is but trifling, as the total export was 43,000 bales, and as France must have taken more than half for the consumption of her manufactures, it might still convey to the reader abroad an exaggerated idea of her trade at Shanghai. Well, of these 5,844 piculs, which may be treated as 7,300 bales, French houses only exported 2,500 bales, the rest having been sent forward by English, Americans, and Germans.

French firms are five in number, besides which, there are stores, an important bank, which is a branch of the *Comptoir d'Escompte*, and an agency of the *Messageries Imperiales*. This is but little for France, which five years ago sent an army to plant her flag on the walls of Peking; and can we really hope that at some future day she will possess an important trade with China? If this is to take place she should begin with Shanghai, for, not being a tea consuming country, it is here only that she could find means of exchanging native for her own products. But we must say that we had formerly conceived more illusions on this subject than we do at the present. In 1861, France counted ten firms apparently established on a solid basis, and some well supplied stores; the figures, which we have just given, do not announce an improvement in her position; on the contrary, the war with China has attracted many foreigners to this country but no Frenchmen. Attempts are, however, made, from time to time, upon a limited scale, to introduce French cotton and woollen goods, but these are, as yet, too dear to allow of their competing with this same class of goods from Great Britain, and we must leave to "Free Trade," which the merchants of the metropolis submit to rather than accept, the task of lowering the cost of those manufactures. In the mean time those of my countrymen who are desirous of sending piece goods to China, must, like the Germans, purchase them elsewhere, and we imagine that the company, which it was reported was being formed to monopolise the silk of Shanghai and divert it from London to the profit of the Lyons and Marseilles markets, would, in the first place, have contracted with the manufacturers of Manchester in order to place itself upon an equal footing with English merchants.

But admitting, as we may do with safety, that the manufacturers of Rouen, Mulhouse, &c., deprived as they now are of protection in the sale of their productions, are enabled, ere long, to deliver them as cheaply as any other country, should we see as a consequence, Frenchmen coming to sell them in China? Alas! we should not like to make any such affirmation. What we might then probably see would be the said cotton and woollen goods going to London to be forwarded to the extreme East. The actual imports from France to Shanghai are not so null as the Returns appear to indicate; articles of fashion (*articles de modes*), jewellery, and the wines which set off the stores, represent a certain value, but the importers are foreigners. This apathy on the part of Frenchmen to leaving their country, is not a passing caprice, and it is not in a moment that it can be done away with, for it is the result of the policy pursued for so long after the fall of the colonial power of France; to inclose her commerce and her ideas in the smallest possible circle under the pretext of increasing strength by condensing them after a lapse of time, the audacity and intelligence necessary to commercial enterprises undertaken at a distance, became lost; in time too, instead of a liberal spirit, a petty and cavilling one was created; we repeatedly heard exporters of silk declare that they met with more trouble in their transactions in France than in England, and after having tried to send their silk one year to Lyons and Marseilles, came back in disgust, the following year, to

sending it direct to London. It will be seen by the following Table, that, since the working of the Messageries Imperiales line, the quantity of silk sent from China and Japan to Marseilles (we do not say landed there), has not increased. The dates are taken from July 1st of one year, to 30th July of the following.

			Bales.				Bales.
1860-61	..	..	7,850	1863-64	..	..	3,936
1861-62	..	..	6,177	1864-65	..	..	9,276
1862-63	..	..	9,970	1865-66 (1st January)	..	..	9,350

Whilst expressing with this bitter sincerity how much, commercially speaking, the influence of France is behindhand in China, there is, nevertheless, on our part more of impatience than of discouragement. We have perfect confidence in "free trade," and in the rapid renovation which it brings to the conceptions of a country; with the progress of manufactures commercial ambition develops itself, and a country is then not slow to understand that, in order to become truly great in trade, it must no longer limit its views to the narrow horizon which surrounds it, but spread them over the world at large. This year and last, French merchants came to pass a season in Japan, to buy a great quantity of silkworms' eggs; this shows that already the far east did not appear so distant to them, and of all the efforts made by the actual Government to direct its citizens to this country, the protection granted to the establishment of the Messageries Imperiales line, will certainly prove the most efficacious. The ability with which this line is managed, has fully responded to the expectations entertained, and has acquired for it a well merited popularity; the two steamers which maintain at Shanghai, arriving and leaving once a month, keep up appearances for French commerce on the returns both as regards tonnage and duties. The sailing vessels which frequent this port are not numerous, there are never more than three or four at a time.

Switzerland has three firms established at Shanghai, which are under French protection.

Chinese.—Whilst at certain ports, customers of Shanghai, such as Tien-tsin and Ning-po, one hears foreigners complaining that trade, even that in manufactured articles, is passing out of their hands into those of the Chinese, who order them direct—it might be supposed that the Shanghai hong, thus become centres of business, must have attained to considerable importance, but, on the contrary, it is said that no large hong any longer exist in this place. The native firms, to whom was formerly attributed the possession of large capital of from one-half to a million of taels, which was justified by the great extent of their transactions, have disappeared: some destroyed for ever by the ravages of the rebellion; others, which were beginning to recover, undermined by the cotton bankruptcies. Large merchants regret these powerful hong, by whose means they were enabled to carry their influence into the heart of the provinces. They were then few in number, and nearly monopolised the trade of the interior with foreigners; now many hong, of secondary class, have established themselves in the settlements, and, as business is in consequence more divided, the chances of a rapid extension are less both for the one and the other.

There are about 150 hong in the settlements, three of which only are said to traffic to any extent with the Yang-tze ports, where the native houses have not yet sought, in any perceptible way, to shake off the intermedium of foreigners. These three hong are well supported by the native banks, who purchase with confidence their long dated drafts on these ports. But at Tien-tsin, if we except opium, every day fewer of the transactions of that port with Shanghai are conducted by the foreigners established there. The Chinese have every advantage in this competition; their

establishments and their way of living are of the simplest, and impose but slight charges on the goods they receive. It is estimated that there are at least thirty hongts trading specially with the north, some of which have from 50,000 to 100,000 taels of capital; employing as they do, steamers only in their trading operations, they can, thanks to the rapidity of communications, arrange for the settling of their accounts with their constituents in such a manner as to greatly facilitate their business.

The people of Chekiang do better still; they come to Shanghai to make their purchases, and do so from the importers themselves; it is for this reason that the hongts have benefitted but little or nothing by the business which has been lost by foreigners at Ningpo. Every day a steamer leaves the one port for the other, and carries the native dealer for $1\frac{1}{2}$ dollars, 3 dollars for the round trip. Some small money spent at Shanghai, he has no other expenses, and he thus saves the commission he formerly paid. This new system may appear incompatible with the natural dilatoriness of a Chinaman; but though indolent and weak where other people's interests are at stake, the same man is full of ardour when his own are concerned, and does not think of trouble; many a very rich merchant never rests, he travels continually, passing from a large into a small boat, and living as frugally as the servant who accompanies him. The precision and rapidity of steam navigation will soon cause the prosaic maxim "Time is money" to pass, little by little, into the "flowery language;" old men must already recognise the fact that in their time people were not so hurried. The disappearance of the prejudice against the use of steamers from all classes of native society, is the most patent evidence of the progress resulting to China from her contact with foreigners. Graduates going to Peking for their examination; mandarins decorated with buttons of every colour rejoining their posts—all refuse to travel by any other conveyance but the "ships with fire wheels;" and the time when China will have her own steamers, and will learn to build and manage them, is already spoken of.

Summary.

A few words more to recapitulate this too long report. The state of Shanghai, it must be confessed, was not at one time very assuring. Its prosperity has passed away was the cry; its merchants who appeared to be so clever were merely rash men, whose credit rested on no solid basis; its trade no longer exists; the good understanding formerly prevailing has been replaced by deep rooted quarrels; its administration has incurred debts which it is unable to pay, and every one holds himself aloof from it, &c., &c.

What do we see at the end of 1865? The municipal councils, whose authority was confirmed by the decision of the tribunals, have recalled dissentients to order (they were it is true but few in number); placed financial matters on a proper footing, and restored public confidence; meetings have resumed that conciliatory tone which rendered them so worthy of admiration. Public works, although necessarily fewer in number, have however been marked, and have satisfied general demands. Several private enterprizes, such as a theatre and gas, give to the settlements a daily increasing resemblance to a European town. The Chinese population, diminished in a day by emigration, has commenced a gradual growth, attracted by just and wise measures.

From a commercial point of view, it is true, the condition of Shanghai is no longer the same. From causes already enumerated, many have disappeared from the scene; and the losses by speculations have opened peoples' eyes, and put a stop to the fictitious animation of preceeding years.

The effect produced upon foreign houses is also the same as that upon native hong; their number is more considerable; henceforward more time and more work will be requisite to acquire the profits of bygone days. But, putting aside private interests, we have seen that commerce as a whole has progressed onwards, nor is there any reason to be surprised at this result. Situated as Shanghai is, near the silk districts, and connected with them by magnificent canals, occupying on the coast a central position, which necessarily makes it a general entrepôt for the ports of the Yang-tze, of the north, of Ningpo, and of Japan, trade made by foreigners has a vitality of its own, and rests upon such foundations that progress it must, whereas, in second rate ports, it would decrease and be absorbed by native hong. A crisis, however terrible it might be, could not therefore deprive this port of its title of "the commercial capital of China;" nor will the cosmopolitan republic of the settlements, thanks to the good sense and practical spirit of its citizens, ever cease to merit the appellation (disputed at one time) of "model settlements."

(Signed) P. GIQUEL, *Lieutenant de Vaisseau,*

To Robert Hart, *Commissioner of Customs.*
Inspector-General of Customs.

Commerce d'Amoy pendant l'Année 1865.

*Bureau des Douanes Maritimes,
Amoy, 31 Janvier, 1866.*

M. l'Inspecteur-Général,

EN conformité de vos instructions, j'ai l'honneur de vous adresser un Rapport sur le commerce du port d'Amoy pendant l'année écoulée de 1865.

Lorsque l'année dernière à la même époque vous receviez, M. l'Inspecteur, les relevés statistiques ("Returns") du trafic de ce port, une partie considérable de la contrée, dans son voisinage, était en état d'anarchie. Une cité importante, Chan-chaou-fou, qui constituait un des ses plus grands marchés, fût au pouvoir des rebelles "Tchan Mao," et la ville d'Amoy elle-même, menacée de leur invasion, fût en proie à des inquiétudes et alarmes qui paralysaient les affaires et arrêtaient les transactions commerciales.

Mon honorable prédécesseur, Mr. Hughes, en vous présentant M. l'Inspecteur, son Rapport sur le commerce de l'année écoulée, vous faisait remarquer que jusqu'à la prise en Octobre 1864 par les rebelles, de Chang-fu-t'sei, la prospérité commerciale d'Amoy depuis plusieurs années consécutives allait croissant, et qu'il y avait lieu d'espérer qu'après le rétablissement de la paix et la retour de la sécurité, son commerce reprendrait bientôt son état normal et sa marche progressive.

Il est, M. l'Inspecteur, satisfaisant de constater que ses espérances semblant déjà être réalisées en grande partie aujourd'hui.

En effet, depuis la délivrance en Avril dernier de Chan-chow-fou, depuis que les rebelles ont évacué ses districts avoisinants dans la province de Fo-kien, le trafic d'Amoy a repris sa marche ascendante, comme il peut être constaté par les relevés trimestriels des revenus des douanes ci-après.

				Taels.
1 ^r Trimestre	..	..	..	87,899
2 ^d "	..	..	..	98,188
3 ^d "	..	..	..	117,095
4 ^d "	..	..	..	168,854—ou à peu de chose

près environ le double du premier Trimestre.

Ceci établi, j'aurai maintenant, M. l'Inspecteur, l'honneur de vous soumettre un aperçu sommaire sur divers chapitres qui composent les relevés statistiques, en consignnant quelques remarques y relatives.

I.—*Mouvement du Port.—Tonnage.*

1865.	Navires entrés dans le port	. 802	jaugeant ensemble	. 276,319	tonneaux.
1864.	„ „	. 661	„	. 210,539	„
		141 navires entrés		66,280	„
		en plus, sur l'année 1864.			

1865.—Pour les navires sortis du port, il y a une augmentation de 125 navires, jaugeant 70,693 tonneaux. Le mouvement général du port pendant l'année 1865 se résume en 1,582 navires tant entrés qu'expédiés du port. Ce nombre comprend 265 bateaux à vapeur, dont il convient de dire quelques mots.

En outre des bateaux à vapeur qui sont arrivés accidentellement des autres ports, il y a eu, pendant l'année 1865, une circulation constante et régulière de six steamers—trois appartenant à la Compagnie Peninsulaire et Orientale, et trois à Mr. Lapraik, qui faisaient le trajet aller et retour entre Hong Kong et Fout-cheou, avec l'escale sur Swatow et Amoy. C'est par ces steamers que se fit presque la totalité d'importation d'opium dans ce port, comme aussi une certaine partie du commerce des côtes ("coast trade").

L'année écoulée a été malheureuse pour deux de ces steamers, "Corea" et "Chanticleer," perdus corps et bien, au mois de Juin, dans un typhon entre Hong Kong et Swatow.

Un troisième, "Pootung," a été confisqué par le Gouvernement Chinois pour commerce illégal dans un port non ouvert par les Traités aux pavillons étrangers.

II.—*Importations.*

La valeur des importations (en chiffres ronds) se résume comme suit:—

	Dollars.
Les produits étrangers venant des ports étrangers	
représentent	5,870,462
Opium	3,060,550
Produits indigènes, ports de Chine	3,760,231
Produits étrangers „	283,481
Ensemble	12,954,714
Elles étaient en 1864	9,419,625
Ce qui fait	3,555,099 d'augmentation
sur l'année 1864. Elle n'était pour cette dernière comparativement à 1863 que d'environ \$1,000,000.	

L'augmentation de 3,555,099 dollars de l'année dernière est due d'abord à l'augmentation dans l'importation du riz qui a été plus de cinq fois plus considérable que dans l'année 1864, et qui a eu pour cause le déficit dans les récoltes, en conséquence de la fuite des populations rurales et de la dévastation des campagnes pendant la présence des rebelles dans les contrées voisines de ce port.

Elle est due ensuite à une importation plus considérable d'opium. Depuis l'ouverture au commerce étranger des ports de Formosa, le marché d'Amoy les approvisionne dans une certaine mesure de ce narcotique et peut en expliquer l'augmentation.

Ci-dessus un Tableau comparatif des principaux objets d'importation :—

Dénomination des Produits.	1864.	1865.	Augmentation.	Diminution.
	Piculs.	Piculs.	Piculs.	Piculs.
Opium	4,774	5,156	382	..
Cottonades (cotton yarn) .	3,205	3,936	731	..
Lainages (cotton pieces) ..	65,230	88,643	23,413	..
Coton	42,415	46,377	3,962	..
Métaux	27,501	15,259	..	12,242
Tourteaux d'engrais (bean cakes) ..	306,129	265,601	..	41,128
Héricots et pois (beans and peas) ..	202,124	187,569	..	14,615
Riz (rice)	150,814	822,546	671,732	..
Froment (wheat)	7,312	84,137	76,825	..

III.—*Exportations.*

La valeur des exportations se résume comme suit :—

Exportations générales pour les	Dollars.
ports étrangers	1,606,844
Ports de la Chine	1,092,514
Ensemble	2,699,358
Elles étaient pour 1864	3,773,811. Ce qui fait pour 1865.

1,074,453 de diminution sur l'année 1864.

Cette diminution résulte de la quantité spécialement moins considérable des sucres et thés.

Un tableau comparatif ci-après des principaux produits d'exportation fait voir la différence entre 1864 et 1865.

Dénomination des Produits.	1864.	1865.	Augmentation.	Diminution.
	Piculs.	Piculs.	Piculs.	Piculs.
Thé	53,632	43,742	..	9,890
Sucres	128,677	51,317	..	77,350
Nankins	2,454	2,016	..	438
Papier, 1re et 2de qualité .	22,249	24,808	2,859	..
Médecines	1,959	1,609	..	350
Fers	6,257	3,561	..	2,696
Tabac, préparé	3,264	2,747	..	517
Vermicelli	2,929	2,861	..	58
Or en feuilles (gold leaf) .. Pieces	51,495	16,523	..	35,175

IV.—*Re-exportations.*

Produits étrangers ré-exportés dans les	Dollars.
ports étrangers	70,663
Id. ports Chinois	1,100,355
Produits indigènes, id.	28,279
„ „ ports étrangers	17,839
Ensemble	1,225,636
Elles étaient en 1865	774,877
Ce qui fait	450,759 d'augmentation en faveur de 1865.

V.—*Estimation du Trafic.*

En additionnant la valeur des importations, exportations, et ré-exportations, on arrive à un total de 16,899,718 dollars, qui représente pour l'année 1865 la valeur générale du trafic à Amoy.

Elle était pour l'année 1864 de 13,968,313 dollars, ce qui constitue en faveur de 1865 une augmentation de 2,931,403 dollars.

VI.—*Droits Perçus.*

	Taels	m.	c.	c.
Le total général des droits				
perçus en 1865 est ..	471,978	2	9	6
Il était en 1864 ..	474,909	4	0	4

Présentant la somme de . 2,931 0 0 5 de diminution sur l'année 1864.

Cette diminution insignifiante peut être attribuée spécialement aux circonstances locales qui ont retardé l'exportation des thés à l'étranger. Une quantité assez considérable de la dernière récolte, contrairement à ce qui se pratiquait les années précédentes, ne s'expédie que dans cette saison.

L'importation considérable du riz et autres denrées alimentaires qui ne paient pas de droits, tout en constituant en réalité l'extension du trafic, explique au surplus suffisamment la cause de la diminution très peu importante dans les revenus de cet établissement. Elle peut en même temps justifier l'assertion que si le pays environnant n'avait pas, par suite des troubles anarchiques, éprouvé de disette, l'argent mis à l'achat des produits de première nécessité aurait pu être employé à d'autres transactions commerciales soumises aux droits, et les sommes reçues de ce fait auraient présenté une augmentation et non une diminution en 1865 sur 1864.

VII.—*Observations et Faits.*

Il peut ne pas être sans intérêt de remarquer que la valeur des importations, en en déduisant l'opium des produits étrangers, et la valeur des importations et exportations des produits indigènes (native) ne présente pas de différence très notable. Il est également à observer que dans le port d'Amoy, les marchands chinois font dans une grande mesure les affaires par eux-mêmes, sans intermédiaire des commerçants étrangers. Ils apprécient sans doute chaque jour de plus l'avantage des navires Européens sur leur propres jonques, mais ils apprennent en même temps à se passer de l'assistance des étrangers. Aussi il est à constater que, malgré l'extension manifeste du trafic, la communauté commerçante Européenne non seulement n'augmente pas, mais tend même à diminuer. En effet, l'année dernière les deux plus importantes maisons de commerce en Chine ont supprimé leurs agences spéciales à Amoy.

La somme minime de 59 taels, 4 mace, 2 candarines, 5 cash, des droits de transit qui ne figure pas dans les relevés des droits perçus en 1865, présente une indication suffisante que les transactions commerciales se font généralement par des chinois.

Il se peut que la facilité que leur offre l'Administration des Douanes en ce port de n'avoir à présenter qu'en Chinois, sans être traduites en Anglais, des demandes de permis d'embarquement et de débarquement de leur marchandises contribue en une certaine mesure au mouvement des affaires, en épargnant aux indigènes les embarras, perte de temps, et peut-être aussi la commission qu'ils auraient à payer aux traducteurs.

L'administration du reste, M. l'Inspecteur, entrant dans l'esprit de vos instructions, offre au commerce toutes les facilités compatibles avec les intérêts du Gouvernement Chinois.

L'année dernière, un phare a été élevé sur une des îles aux frais de l'établissement qui en supporte également ceux de surveillance et entretien.

Cette mesure, très nécessaire, vu la situation topographique du port a été reçue avec satisfaction par sa communauté commerçante.

Parmi ses besoins actuels, je puis vous signaler, M. l'Inspecteur, l'utilité qu'il y aurait à construire dans ce port un quai avec débarcadère pour arrimage des bateaux à vapeur en même temps que d'un hangard abri pour chargement et déchargement de leurs marchandises. Le nombre de 265 steamers qui ont visité Amoy l'année dernière, justifierait les dépenses qui en résulteraient, dépenses dont une partie je pense serait acceptée par les propriétaires de ceux qui font régulièrement le trajet entre Hong Kong, Swatow, Amoy, et Foutcheou.

VIII.—*Conclusion.*

En définitif, M. l'Inspecteur, la campagne commerciale de l'année dernière du port d'Amoy, considérant surtout les circonstances déplorables où il se trouvait à la fin de 1864 et au commencement de 1865, et que j'ai eu l'honneur de vous signaler au début de mon rapport, peut être envisagée comme satisfaisante et se résume ainsi :

Importations.—12,974,724. 9. 7. piastres Mexicaines, équivalent à 4s. 6d. per 1 dollar, à 2,919,318l. 2s. 4d., sterling.

Exportations.—2,699,358 piastres Mexicaines,—à 507,355l. 1s. 1d., sterling. Ensemble, 15,674,082 dollars, équivalent 3,526,668l. 3s. 5d., ou 88,166,700 francs (25 francs une livre sterling).

Droits Percus.—Haequan 471,978 taels, 2 macc, 9 candarines, 6 cash, équivalent 162,242l. sterling, équivalent 4,056,050 francs.

Ces résultats continuent la marche progressive du commerce des quatre années précédentes, à commencer de 1862, la première de l'installation à Amoy de l'administration des douanes sous la direction de l'Inspectorat Européen.

Daignez agréer, je vous prie, M. l'Inspecteur Général, l'expression de ma considération la plus distinguée,

(Signé)

C. KLECZKOWSKI,
Le Directeur.

M. Robert Hart,

Inspecteur-Général des Douanes.

Report on the Trade at the Port of Chinkiang for the Year 1864.

*Office of Maritime Customs,
Chinkiang, April 30, 1865.*

Sir,

GREAT expectations had been formed that the trade of this port would derive a considerable impetus from the capture of Nankin in the summer of 1864, and various efforts have been made to foster and develop this tendency as well on the part of foreign merchants interested in the port who have proposed the erection of a wharf for steamers to discharge alongside,—a scheme which, although rejected for the present by the land-renters, will ultimately have to be adopted as a public necessity, as by the Chinese Government, who have been engaged in deepening the outlet of the Imperial canal adjoining the foreign settlement, so as to afford direct communication with Soochow from the Yang-tze river.

Some distrust seems to prevail amongst those of the land-owners resident at Shanghai, but far from being shared in by their representatives here, as to whether the trade to be derived from the execution of these and similar public works, would enhance the value of their property in anything like a fair proportion to the outlay incurred in building a public

jetty for steamers. But surely all the considerations that induced them to purchase land so extensively three years ago, cannot have become so reversed in application as to cause them to desist from all efforts to preserve their property and to reject such a proposal as the erection of a steam wharf so calculated to render it generally remunerative.

The trade at this port is far from being so insignificant as is generally supposed. With an import trade of from 1,000 to 2,000 chests of opium annually, and Hankow produce arriving to the extent of nearly 100,000 piculs deadweight during the year, foreign property here ought to be valuable; but from the very circumstance of nearly all the land along the river frontage and a great portion of the ruined but once populous suburbs of the city lining the banks of the Imperial canal adjoining the settlement, being the property of foreigners, instead of instilling a vitality to the place, seems to cripple and hamper its development, owing to their not taking any steps to render the settlement available for landing and storing goods, and thereby attracting the native dealers to the place.

There is as yet no great demand for foreign goods, with the exception of the opium above-mentioned; but from the situation of Chinkiang at the intersection of the Imperial canal on the right bank of the Yang-tze river, with the northern branch of the canal on the opposite shore communicating with the wealthy districts to the north of the city of Yang-chow, and commanding the internal trade of several provinces, this port must be considered to possess many natural advantages. The other articles imported from Shanghai are limited to 2,000 piculs of sandalwood, about 8,000 piculs of Swatow and Manila sugar, and in piece goods to 3,000 pieces of grey and white shirtings.

The trade in Hankow produce supplies the steamers with considerable freight, as they often discharge from 2,000 to 3,000 packages each trip of oil, tallow, and tobacco.

The exports of copper cash to the upper river ports, amounting to 113,000 piculs, also contribute largely to the steamer traffic on the river, where it is used in the purchase of teas.

During the year now under review, similar large quantities of oil, tallow, and paper were imported from Hankow as in the previous year, but these quantities have been greatly exceeded during the four months of the year 1865 already elapsed, showing an elasticity that has only declared itself since the close of last year. The following being the principal items :—

	Year 1863.	Year 1864.	To April 30, 1865.
Wood oil Piculs ..	29,301	26,323	28,855
Tallow, vegetable "	9,875	10,043	8,429
Hemp "	545	8,641	6,062
Leaf tobacco "	4,834	6,028	2,261
Prepared tobacco "	3,552	5,860	1,105
Paper, inferior "	10,794	11,735	1,369

In foreign goods and sugar imported from Shanghai, a similar improvement for the four months, to 30th April 1865, is noticeable, viz :—

	Year 1863.	Year 1864.	To April 30, 1865.
Grey shirtings Pieces ..	550	2,050	3,478
White shirtings	2,550	863	2,647
Opium Piculs ..	600	1,716	1,300
Sugar, brown, foreign	400	2,536	804
„ „ native	..	3,588	3,728
„ white, native	..	1,969	1,970

Some silk piece goods are exported hence to Hankow, a description of which, a kind of satinnet, used to be manufactured only at Chinkiang, and the weavers who migrated to the northern shore of the Yang-tze, are now returning since the dispersion of the rebels.

A large Government salt depôt is being constructed, while a deep cutting, especially for salt boats, has been made leading into the Imperial canal from the northern bank of the river, which will attract some additional business to the port.

The Chinese authorities attach great importance to this place, and are confident that the trade will revive so soon as the country population are able to reap a harvest or two from fields now only being brought into re-cultivation. Canal dredging is being conducted in every direction, and one is shortly to be excavated that leads to districts to the back of Nankin whence tea is obtainable.

These inland canals are said to be a great saving in getting supplies conveyed up the country, as the current in the main river is too strong in summer for ordinary boats.

I have, &c.

(Signed)

CHARLES A. LORD,

Acting Commissioner of Customs.

To Robert Hart, Esq.,

Inspector-General of Customs.

CHINA. No. 5 (1874).

RETURNS

RELATIVE TO

TRADE WITH CHINA:

1873.

*Presented to both Houses of Parliament by Command of Her Majesty.
July 1874.*

LONDON:
PRINTED BY HARRISON AND SONS.

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Returns relative to Trade with China: 1873.

AMOY.

(A.)—RETURN of the Trade of the Port of Amoy in Foreign Vessels for the Year 1873.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

				£	s.	d.
Imports	..	..	..	..	2,231,648	0 0
Exports	..	..	..	..	1,359,018	0 0
Total	..	..	..	..	3,590,666	0 0

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports .	168,377	0 0		161,557	0 0		329,934	0 0	
To and from native ports .	143,702	0 0		118,228	0 0		261,930	0 0	
Total ..	312,079	0 0		279,785	0 0		591,864	0 0	

No. 3.—DIRECT³ Trade with Foreign Countries (excluding Treasure).*

				£	s.	d.
Imports	..	..	..	..	1,443,847	0 0
Exports	..	..	..	..	784,574	0 0
Total	..	..	..	..	2,228,421	0 0

* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

				£	s.	d.
Imports	..	..	..	..	787,801	0 0
Exports	..	..	..	..	574,444	0 0
Total	..	..	..	..	1,362,245	0 0

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.	Observations.
	£	£	£	
Foreign ..	17,949	45,138	63,087	The foreign import is opium.
Native ..	769,852	529,306	1,299,158	The foreign export is tea.
Total ..	787,801	574,444	1,362,245	There is no return of other imports or exports.

(B.)—RETURN of British Trade for the Year 1873 at the Port of Amoy.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports ..	..	..	..	..	1,067,134	0	0
Exports ..	..	..	..	..	264,051	0	0
Total ..	..	..	..	..	1,331,185	0	0

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£ s. d.	£ s. d.	£ s. d.
British Isles	Nil	5,550 0 0	5,550 0 0
Hong Kong	1,010,827 0 0	173,717 0 0	1,184,544 0 0
India	Nil	Nil	Nil
Other British Dependencies	56,307 0 0	84,784 0 0	141,091 0 0
Total	1,067,134 0 0	264,051 0 0	1,331,185 0 0

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports ..	..	..	..	..	384,296	0	0
Exports ..	..	..	..	..	283,875	0	0
Total ..	..	..	..	..	668,171	0	0

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

The only import of British origin of which there is a return is opium. See Table A, 5.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

			Imports.			Exports.			Total.		
			£	s.	d.	£	s.	d.	£	s.	d.
Direct	..	..	166,571	0	0	161,557	0	0	328,128	0	0
Indirect	..	..	..			..			..		
Total	..	..	166,571	0	0	161,557	0	0	328,128	0	0

B.)—RETURN of British Trade for the Year 1873 at the Port of Canton.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	..	£ 1,881,969
Exports	..	..	..	..	..	3,061,091
Total..	..	..	..	..	..	4,943,060

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	..	730,896	730,896
Hong Kong	1,881,969	1,762,132	3,644,101
India	..	540,291	540,291
Other British Dependencies	..	27,748	27,748
Total	1,881,969	3,061,067	4,943,036

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	..	£ 667,699
Exports	..	..	..	..	..	665,500
Total..	..	..	..	..	..	1,333,199

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	885,647	528,240	1,413,887
Indirect	No return	No return	No return
Total	885,647	528,240	1,413,887

(C.)—SHIPPING RETURN of the Port of Canton for the Year 1873.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
646	269,969	No return	£ 2,545,098	645	271,823	No return	£ 4,033,325	1,291	541,792	No return	£ 6,578,423

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
111	58,552	No return	£ 243,983	108	55,803	No return	£ 655,553	219	114,357	No return	£ 899,536

(C.)—SHIPPING RETURN of the Port of Chefoo for the Year 1873.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
246	106,368	..	£ 954,655	242	105,092	..	£ 256,772	448	211,460	..	£ 1,211,427

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
370	164,230	..	£ 720,898	361	161,180	..	£ 478,719	731	325,410	..	£ 1,199,617

British Consulate, Chefoo, February 4, 1874.

(Signed)

WM. M. COOPER, Acting Consul.

FOOCHOWFOO.

(A.)—RETURN of the Trade of the Port of Foochowfoo in Foreign Vessels for the Year 1873.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	1,338,306	18	0
Exports	..	..	..	..	3,957,587	8	0
Total	..	..	..	..	5,295,894	6	0

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports .	1,314,045	0	0	23,713	13	0	1,337,758	13	0
To and from native ports..	111,645	9	0	55,553	4	6	149,873	13	6
Total ..	1,425,690	9	0	79,266	17	6	1,487,632	6	6

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	833,164	4	0
Exports	..	..	..	..	3,629,019	6	0
Total	..	..	..	..	4,461,283	10	0

* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	505,142	14	0
Exports	..	..	..	..	328,598	2	0
Total	..	..	..	..	833,740	16	0

No. 5.—RETURN distinguishing the Respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	105,321	6	0	32,079	12	0	137,400	18	0
Native	399,821	8	0	296,518	10	0	696,339	18	0
Total	505,142	14	0	328,598	2	0	833,740	16	0

(Signed) CHAS. A. SINCLAIR, *Consul*.

HANKOW.

(A.)—RETURN of the Trade of the Port of Hankow in Foreign Vessels for the Year 1873.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.
Imports	..	..	..	..	6,087,033	18
Exports	..	..	..	..	5,918,859	12
Total	..	..	..	..	12,005,893	10

No. 2.—IMPORT and Export of Treasure.

				Imports.		Exports.		Total.	
				£	s.	£	s.	£	s.
To and from foreign ports	..	..	..	..	..	..	..	..	..
To and from native ports	..	..	..	1,052,841	6	437,403	0	1,490,244	6
Total	..	..	..	1,052,841	6	437,403	0	1,490,244	6

Includes copper cash, 165,049*l.* 4*s.*

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.
Imports	..	..	..	..	2,882	2
Exports	..	..	..	..	1,323,578	14
Total	..	..	..	..	1,326,460	16

* Including the trade with Hong Kong.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

					£	s.
Imports	..	..	..	..	6,084,151	4
Exports	..	..	..	..	4,595,280	18
Total	..	..	..	..	10,679,432	2

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

				Imports.		Exports.		Total.	
				£	s.	£	s.	£	s.
Foreign	..	..	..	328,280	10	41,741	14	3,270,022	4
Native	..	..	..	2,855,870	14	4,553,539	4	7,409,409	18
Total	..	..	..	6,084,151	4	4,595,280	18	10,679,432	2

(Signed) J. P. HUGHES, *Consul.*

(B.)—RETURN of British Trade for the Year 1873 at the Port of Hankow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	£	s.
					2,882	2
Exports	..	..	..	..	1,005,082	10
Total	..	..	..	..	1,007,964	12

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£ s.	£ s.	£ s.
British Isles	2,704 10	1,005,082 10	1,007,787 0
Hong Kong	177 12	..	177 12
India	..	..	..
Other British dependencies ..	..	..	..
Total	2,882 2	1,005,082 10	1,007,964 12

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	£	s.
					1,561,269	6
Exports	..	..	..	..	1,226,295	0
Total	..	..	..	..	2,727,564	6

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports (opium, grey shirtings, &c.)	..	£	s.
		1,707,111	6

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

Value of exports (tea)	..	..	..	..	£
					1,460,997

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	Nil	Nil	Nil
Indirect	No Return	No Return.	No Return
Total	..	..	..

(Signed)

P. J. HUGHES, *Consul*.

(C).—SHIPPING RETURN of the Port of Hankow for the Year 1873.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
No. of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
124	80,890	5,615	£ 1,502,034 6 s.	129 junks 71	81,414 5,846	5,685 No return	£ 2,231,377 10 s.	324	168,150	11,300 crews of junks omitted	£ 3,733,411 16 s.
				200	87,260						

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
No. of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
242 including 2 junks	172,063	No return	£ 4,584,999 12	302 including 60 junks	177,371	No return	£ 3,687,482 2	544	349,434	No return	£ 8,272,481 14

(Signed) P. J. HUGHES, Consul.

KEWKIANG.

(A.)—RETURN of the Trade of the Port of Kewkiang in Foreign Vessels for the Year 1873.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	1,181,877	6	8
Exports	..	..	..	..	2,870,878	6	8
Total	..	..	..	..	4,052,755	13	4

7,475*l.* of native and foreign re-exported imports are included in both imports and exports.

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports .	Nil			Nil			Nil		
To and from native ports .	544,819	0	0	112,445	6	8	657,264	6	8
Total	544,819	0	0	112,445	6	8	657,264	6	8

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).
[Nil.]

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	1,181,877	6	8
Exports	..	..	..	..	2,870,878	6	8
Total	..	..	..	..	4,052,755	13	4

7,475*l.* of native and foreign re-exported imports are included in both imports and exports.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.			Exports. Approximate.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	977,988	13	4	2,500,000	0	0	3,477,988	13	4
Native	203,888	13	4	370,878	6	8	574,767	0	0
Totals	1,181,877	6	8	2,873,878	6	8	4,052,755	13	4

Kewkiang, January 1, 1874.

(Signed)

WALTER ED. KING, *Vice-Consul.*

(B.)—RETURN of British Trade for the Year 1873, at the Port of Kewkiang.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

[Nil.]

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

[NIL]

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports	..	..	..	..	163,662	6	8
Exports	..	..	..	..	927,398	6	8
Total	..	..	..	..	1,101,060	13	4

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

					£
Value of imports	..	..	..	..	875,000

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports; under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[Nil.]

All Treasure came from other Treaty Ports; whether indirect or no is not known.

Kewkiang, January 1, 1874.

(Signed)

WALTER ED. KING, *Vice-Consul.*

(C.)—SHIPPING RETURN of the Port of Kewkiang for the Year 1873.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
36	24,195	..	£ 163,662 6 8	36	24,195	..	£ 937,398 6 8	72	48,390	..	£ 1,101,060 13 4

This return is from the register kept at the Consulate, and includes only such vessels as remain here over twenty-four hours, and are thus obliged to enter and clear at the Consulate, and not such as pass through, and, though stopping to load or unload, do not remain twenty-four hours in port.

The return of foreign vessels is taken from the Customs Register, and includes all arrivals and departures.

The British shipping and tonnage computed in the same way amounts to 284 vessels (inward and outward) and 236,908 tons. The return, therefore, is deceptive as regards number of vessels and tonnage, but correct as regards values.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
371	309,049	..	£ 1,018,215	370	308,273	..	£ 1,933,480	741	617,322	..	£ 2,951,695

Includes one American steamer running regularly to and fro, but chartered by an English company.

Includes also one Chinese steamer, running under the same regulations as foreign shipping—one trip up and one down.

Kewkiang, January 1, 1874.

WALTER ED. KING, *Vice-Consul.*

NEWCHWANG.

(A.)—RETURN of the Trade of the Port of Newchwang in Foreign Vessels for the Year 1873.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

						£
Imports	..	..	..	..	..	1,003,849
Exports	..	..	..	..	..	497,817
Total..	..	..	..	..	..	1,501,666
After deduction of all re-exports						

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	1,258	15,729	16,987*
To and from native ports ..	12,898	298,854	311,752
Total	14,156	314,583	328,739†

* To and from Hong Kong.

† Only an approximation, as no return kept by Custom House.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).†

						£
Imports	..	..	..	..	..	63,311
Exports	..	..	..	..	..	145,152
Total	..	..	..	..	..	208,463

Less re-exports. More than Customs' return of "Trade from and to foreign countries," by amount of native goods to and from Hong Kong.

† Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

						£
Imports	..	..	..	..	..	940,538
Exports	..	..	..	..	..	352,665
Total	..	..	..	..	..	1,293,203

Less re-exports. Less than Customs' return of "Trade Coastwise," by amount of native goods to and from Hong Kong.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other (Treaty) Ports, without distinction of Flag, forming the Totals of No. 4.

			Imports.	Exports.	Total.
			£	£	£
Foreign	..	..	685,915	about 1,887*	687,802
Native	..	..	254,623	350,778	605,401
Total	..	...	940,538	352,665	1,293,203

* Exports ultimately destined for foreign consumption are insignificant and difficult to trace—chiefly oil for Japan and Hong Kong, and a little wool and camels' hair for England.

(Signed) ALEX. S. HARVEY, *Acting Consul.*
Newchwang, January 25, 1874.

(B.)—RETURN of British Trade for the Year 1873 at the Port of Newchwang.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	£ 62,270
Exports	..	..	..	..	136,518
Total	..	..	..	..	198,788

This includes whole trade, both in foreign and native goods, with Hong Kong.

* Including trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

			Imports.	Exports.	Total.
			£	£	£
British Isles	..	..	..	..	..
Hong Kong	..	..	62,257	136,518	198,775
India*	..	..	..	..	..
Other British dependencies (Singapore and Straits)..			13	..	13
Total	..	..	62,270	136,518	198,788

* Opium comes through Shanghai, &c.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	£ 667,182
Exports	..	..	..	..	123,947
Total	..	..	..	..	791,129

Less than amount shown in Customs return of "Trade coastwise," which includes native goods to and from Hong Kong.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports.	..	..	..	£
Total foreign goods from other Treaty ports	..	..	..	626,572
				685,915

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

About	..	..	..	..	..	£
Oil for Hong Kong and a little wool and camels' hair for England.						1,258

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

			Imports.	Exports.	Total.
			£	£	£
Direct	..	..	1,258	15,729	16,987*
Indirect	..	..	1,887	31,458	33,345
Total	..	..	3,145	47,187	50,332†

* To and from Hong Kong.

† Only an approximation, as no return is kept by the Custom-house.

(Signed) ALEX. S. HARVEY, *Acting Consul*.
Newchwang, January 25, 1874.

(C.)—SHIPPING RETURN of the Port of Newchwang for the Year 1873.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.*	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.*
71	26,255	1,363	£ 679,729	71	26,255	1,363	£ 212,480	142	2,726	2,726	£ 892,209

* Includes all re-exports. Treasure not included in value of cargo.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.*	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.*
137	47,517	1,506	£ 337,699	137	47,517	1,506	£ 298,915	274	95,034	3,012	£ 636,614

* Includes all re-exports. Treasure not included in value of cargo.

Total British and foreign trade, including re-exports £1,528,823
Grand total of trade, including re-exports and treasure £1,857,562

Newchwang, January 25, 1874.

(Signed)

ALEX. S. HARVEY, Acting Consul.

NINGPO.

(A.)—RETURN of the Trade of the Port of Ningpo in Foreign Vessels for the Year 1873.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	2,441,279	13	4
Exports	..	..	..	..	2,434,695	0	0
Total	..	..	..	..	4,875,974	13	4

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports ..	Nil			Nil			Nil		
To and from native ports ..	336,428	6	8	468,650	13	4	805,079	0	0
Total	336,428	6	8	468,650	13	4	805,079	0	0

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	651,343	13	4
Exports	..	..	..	..	76,814	0	0
Total	..	..	..	..	728,156	13	4

* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	1,789,937	0	0
Exports	..	..	..	..	2,357,881	0	0
Total	..	..	..	..	4,147,818	0	0

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	1,241,220	0	0	Nil			1,241,220	0	0
Native	548,717	0	0	2,357,881	0	0	2,906,598	0	0
Total	1,789,937	0	0	2,357,881	0	0	4,147,818	0	0

(B.)—RETURN of British Trade for the Year 1873 at the Port of Ningpo.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports ..	..	..	..	..	646,981	13	4
Exports ..	..	..	..	..	75,669	13	4
Total ..	..	..	..	..	722,651	6	8

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles	Nil			Nil			Nil		
Hong Kong	630,155	13	4	75,669	13	4	705,825	6	8
India	4,929	13	4	Nil			4,929	13	4
Other British Dependencies	11,896	6	8	Nil			11,896	6	8
Total	646,981	13	4	75,669	13	4	722,651	6	8

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports ..	..	..	..	..	120,301	13	4
Exports ..	..	..	..	..	112,926	13	4
Total ..	..	..	..	..	233,228	6	8

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[Nil.]

(C.)—SHIPPING RETURN, Port of Ningpo for the Year 1873.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
49	18,788	No return	£ 566,303 0 0 s. d.	47	18,592	No return	£ 113,036 13 4 s. d.	96	37,380	No return	£ 679,339 13 4 s. d.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
429	195,671	No return	£ 2,144,710 13 4 s. d.	424	195,599	No return	£ 1,937,640 6 8 s. d.	853	391,270	No return	£ 4,082,351 0 0 s. d.

SWATOW.

(A.)—RETURN of the Trade of the Port of Swatow in Foreign Vessels for the Year 1873.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	3,404,269
Exports	..	..	..	..	1,746,454
Total	..	..	..	..	5,150,723

Re-exports not included.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports ..	20,285	751,313	771,598
To and from native ports ..	171,829	77,303	249,132
Total ..	192,114	828,616	1,020,730

All in Mexican dollars. 1 dollar = 4s. 3d.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	2,192,196
Exports	..	..	..	..	367,486
Total	..	..	..	..	2,559,682

Re-exports not included.

* Including trade with Hong Kong.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	1,212,073
Exports	..	..	..	..	1,378,968
Total	..	..	..	..	2,591,041

Re-exports not included.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	2,203	Nil	2,203
Native	1,209,870	1,378,968	2,588,838
Total	1,212,073	1,378,968	2,591,041

NOTE.—£1 = 4·705 dollars = 3 taels.

(Signed) R. L. FORREST, *Acting Consul.*

Swatow, February 9, 1874.

(B.)—RETURN of British Trade for the Year 1873 at the Port of Swatow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	£ 2,103,765
Exports	..	..	..	..	181,711
Total	..	..	..	..	2,285,476

This is the gross total.

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	..	..	..
Hong Kong	2,096,708	150,596	2,247,304
India	..	..	..
Other British Dependencies ..	7,057	31,145	38,172
Total	2,103,765	181,711	2,285,476

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	£ 469,226
Exports	..	..	..	..	378,697
					847,923

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports	..	..	..	..	£ 2,021
------------------	----	----	----	----	---------

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag

[Nil.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	20,285	751,313	771,598*
Indirect	Nil	Nil	Nil
Total	20,285	751,313	771,598

* All from and to Hong Kong.

(Signed) R. L. FORREST, Acting Consul.
Swatow, February 9, 1874.

(C.)—SHIPPING RETURN of the Port of Swatow for the Year 1873.

BRITISH.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.		
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Number of Vessels.	Tonnage.	Value of Cargo.
281	149,608	About 10,800	£ 2,473,613	282	150,074	About 10,800	563	299,682	About 21,600 £ 3,112,050

The values are those of the gross trade, including re-exports. £1 = 3 taels.

FOREIGN.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.		
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Number of Vessels.	Tonnage.	Value of Cargo.
190	86,025	No return	£ 936,116	184	82,562	No return	374	168,587	No return £ 2,049,594

Re-exports included. £1 = 3 taels.

Swatow, February 9, 1874.

R. L. FORREST, Acting Consul.

TAIWAN.

(A.)—Return of the Trade of the Port of Taiwan in Foreign Vessels for the Year 1873.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	308,614
Exports	..	..	..	..	305,595
Total	..	..	..	..	614,209

Re-exports, amount 11,382 $\frac{1}{2}$., are not deducted from imports, but not included in exports.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	15,094	3,773	18,867
To and from native ports .	60,462	46,780	107,242*
Total	75,556	50,553	126,109

* Includes copper cash, value 3,990 $\frac{1}{2}$.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure)

					£
Imports	..	..	..	..	126,075
Exports	..	..	..	..	148,353
Total	..	..	..	..	274,428

Imports include 2,735 $\frac{1}{2}$ of Chinese produce from Hong Kong.

* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	182,539
Exports	..	..	..	..	157,242
Total	..	..	..	..	339,781

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	164,241	Nil or uncertain	164,241
Native	18,298	157,242	175,540
Total	182,539	157,242	339,781

(Signed)

WM. GREGORY, *Consul officiating.*

(B.)—RETURN of British Trade for the Year 1873 at the Port of Taiwan.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

						£
Imports	..	..	..	..	..	121,764
Exports	..	..	..	..	..	42,691
Total	..	..	..	..	..	164,455

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.	Observations.
	£	£	£	
British Isles	Nil	Nil	Nil	
Hong Kong	121,764	5,662	127,426	
India	Nil	Nil	Nil	
Other British Dependencies	Nil	37,029	37,029	Sugar to Australia.
Total	121,764	42,691	164,455	

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

						£
Imports	..	..	..	..	..	103,649
Exports	..	..	..	..	..	42,467
Total	..	..	..	..	..	146,116

The exports do not include re-exports (treasure excluded).

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

						£
Value of Imports	..	..	..	..	..	128,865

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[Nil, so far as known.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.	Observations.
	£	£	£	
Direct.. ..	15,094	3,773	18,867	From and to Hong Kong.
Indirect	No return	No return	No return	
Total	15,094	3,773	18,867	

(Signed)

WM. GREGORY, *Consul officiating.*

(C.)—SHIPPING RETURN of the Port of Taiwan for the Year 1873.

BRITISH.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.
55	15,961	About 910	£ 209,822	54	15,763	About 900	£ 131,876	109	31,724	About 1,810
							£ 341,698			

Including re-exports, but not treasure.

FOREIGN.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.
80	18,244	No return	£ 98,840	80	18,003	No return	£ 185,102	160	36,247	No return
							£ 283,942			

Including re-exports, but not treasure.

WM. GREGORY, Consul officiating.

TIENTSIN.

(A.)—RETURN of the Trade of the Port of Tientsin in Foreign Vessels for the Year 1873.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports .	..	..	..	..	5,483,321	14	0
Exports .	..	..	..	..	417,921	18	0
Total ..	..	..	..	..	5,901,243	12	0

Re-exports (here equal to 40,490*l.* 8*s.*) included throughout these Tables in both imports and exports; and taels converted into sterling at 6*s.* per tael.

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports .	Nil			Nil			Nil		
To and from native ports..	385,806	0	0	1,259,295	12	0	1,645,101	12	0
Total ..	385,806	0	0	1,259,295	12	0	1,645,101	12	0

Nearly all carried in British and American steamers.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports .	..	..	..	..	250,920	6	0
Exports .	..	..	..	..	10,872	6	0
Total ..	..	..	..	..	261,792	12	0

Re-exports equal to 234*l.* 18*s.*

Imports chiefly from Hong Kong, Great Britain, and Japan. Exports chiefly to Hong Kong.

* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	5,232,401	8	0
Exports	..	..	..	..	407,049	12	0
Total ..	..	..	..	..	5,639,451	0	0

Re-exports equal to 40,255*l.* 10*s.*

Imports chiefly from, and exports chiefly to, Shanghai.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	2,778,727	4	0	35,074	16	0	2,813,802	0	0
Native	2,453,674	4	0	371,974	16	0	2,825,649	0	0
Total	5,232,401	8	0	407,049	12	0	5,639,451	0	0

Exports include Russian goods, value 405*l.* 12*s.*, shipped at Tientsin for Shanghai.

Imports include Hankow tea, value 658,799*l.* 6*s.*, entered at Tientsin for Kiachta.

The above 658,791*l.* 6*s.* + 405*l.* 12*s.* = 659,196*l.* 18*s.*, or value of Russian transit trade for 1873.

(Signed)

F. MONGAN, *Consul.*

Tientsin, February 14, 1874.

(B.)—RETURN of British Trade for the Year 1873 at the Port of Tientsin.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

	£	s.	d.
Imports.. ..	211,316	2	0
Exports	10,608	18	0
Total	221,925	0	0

Re-exports, 234*l.* 18*s.*, all shipped to Hong Kong.

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles	45,069	18	0	81	0	0	45,150	18	0
Hong Kong	165,894	12	0	10,527	18	0	176,422	10	0
India	..	..	..	..	..	..	..	..	..
Other British dependencies	351	12	0	..	..	..	351	12	0*
Total	211,316	2	0	10,608	18	0	221,925	0	0

* From Singapore and Straits Settlements.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

	£	s.	d.
Imports	2,931,856	4	0
Exports	237,792	6	0
	3,169,648	10	0

For total trade under British flag, see Shipping Return (C).

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports about	£
2,550,000	

Chiefly cottons, Indian opium, and woollens from other Treaty ports and Hong Kong.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[No Return.]

(Signed) F. MONGAN, *Consul*.
Tientsin, February 14, 1874.

(C.)—SHIPPING RETURN of the Port of Tientsin for the Year 1873.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
116	51,561	No return	£ 3,028,069 4	120	52,214	No return	£ 238,157 8	236	103,865	No return	£ 3,266,226 12

1. All these vessels were of European build.

2. No vessels of Chinese or other Asiatic build obtained permission to use the British flag.

3. None of these vessels, so far as 1 can ascertain, were owned by inhabitants of the Straits Settlements.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
170	82,129	No return	£ 2,455,658 2	170	82,129	No return	£ 179,358 18	340	164,258	No return	£ 2,635,017 0

This Return includes steamers of foreign build under the Chinese flag, of which 50 entered and cleared; total tonnage, 29,022; and estimated value of cargoes, 356,189*l.* 2*s.*

The American vessels entered and cleared were 158, tonnage, 99,296; the German, 90, tonnage, 23,294; and all others, 42, tonnage, 12,646.

Tientsin, February 14, 1874.

F. MONGAN, *Consul.*

CHINA. No. 4 (1875).

RETURNS

RELATIVE TO

TRADE WITH CHINA:

1874.

*Presented to both Houses of Parliament by Command of Her Majesty
July 1875.*

LONDON:
PRINTED BY HARRISON AND SONS.

1875.

LIST OF RETURNS.

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Foreign Office,
July 15, 1875.

NOTE.—The Returns from Shanghae have not yet been received.

Returns relative to Trade with China: 1874.

CANTON.

(A.)—RETURN of the Trade of the Port of Canton in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

Imports	..	..	..	..	£ 1,985,701
Exports	..	..	..	..	4,672,127
Total .	..	..	..	..	6,657,828*

* Includes all re-exports.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports..	723,998	330,919	1,054,917*
To and from native ports ..	8,880	Nil	8,880†
Total ..	732,878	330,919	1,063,797

* All Hong Kong.

† All Shanghai and Hankow.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

Imports	..	..	..	..	£ 899,851
Exports	..	..	..	..	3,710,619
Total .	..	..	..	..	4,610,470†

* Including the trade with Hong Kong.

† $\frac{2}{3}$ to England and Colonies; $\frac{1}{4}$ to North America, $\frac{1}{4}$ to South America.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

Imports	..	..	..	..	£ 1,085,850
Exports	..	..	..	..	961,509
Total .	..	..	..	..	2,047,359*

* $\frac{2}{3}$ of exports, $\frac{1}{3}$ of imports, under British flag.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	8,395	Nil*	8,395
Native	1,077,455	961,509	2,038,964
Total	1,085,850	961,509	2,047,359

* Or very trivial.

(B).—RETURN of British Trade for the Year 1874 at the Port of Canton.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	£
Exports	899,851
	3,444,569
Total	4,344,420†

* Including the trade with Hong Kong.

† All imports from England and Colonies; $\frac{5}{8}$ of exports to England and Colonies.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	422,178	422,178
Hong Kong	898,581	2,851,059	3,749,640
India	Nil	166,334	166,334
Other British Dependencies	1,270	5,000	6,270
Total	899,851	3,444,571	4,344,422*

* All imports from England and Colonies; $\frac{5}{8}$ of exports to England and Colonies.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	£
Exports	775,463
	550,554
Total	1,326,017*

* Two-thirds of the whole.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

			Imports.	Exports.	Total.
			£	£	£
Direct	..	..	723,998	330,919	1,054,917*
Indirect	..	..	No return	No return	No return
Total	..	..	723,998	330,919	1,054,917

* All Hong Kong.

(C.)—SHIPPING RETURN at the Port of Canton for the Year 1874.
BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
693	294,632	No return	£ 1,671,956	691	293,199	No return	£ 4,057,615	1,384	587,831	No return	£ 5,729,571

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
98	50,801	No return	£ 313,746	102	53,870	No return	£ 614,511	200	104,671	No return	£ 928,257

CHEFOO.

(A.)—RETURN of the Trade of the Port of Chefoo in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	1,974,250
Exports	..	..	..	..	705,811
Total	..	..	..	..	2,680,061
Average value of Haikwan tael, during 1874, 6s. 4d.					

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	Nil	6,334	6,334
To and from native ports ..	35,824	927,486	963,310
Total	35,824	933,820	969,644

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	241,895
Exports	..	..	..	..	37,344
Total	..	..	..	..	279,239

* Including the trade with Hong Kong.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	1,734,356
Exports	..	..	..	..	668,466
Total	..	..	..	..	2,402,822

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	1,157,201	84,190	1,241,391
Native	577,153	584,276	1,161,429
Total	1,734,354	668,466	2,402,820

(Signed)

W. H. LAY, *Consul.*

(B.)—RETURN of British Trade for the Year 1874 at the Port of Chefoo.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

						£
Imports	..	..	..	..	..	152,317
Exports	..	..	..	..	..	25,191
Total	..	..	..	..	..	177,508

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

			Imports.	Exports.	Total.
			£	£	£
British Isles	..	..	39,460	Nil	39,460
Hong Kong	..	..	107,800	25,191	132,991
India	..	..	Nil	Nil	..
Other British Dependencies			5,057	Nil	5,057
Total	..	..	152,317	25,191	177,508

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

						£
Imports	..	..	..	..	..	935,630
Exports	..	..	..	..	..	186,439
Total	..	..	..	..	..	1,122,069

No. 4.—RETURN of Value of Imports of British, Indian or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

						£
Imports	..	..	..	..	..	1,204,000

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

			Imports.	Exports.	Total.
			£	£	£
Direct	..	..	Nil	630	630
Indirect	..	..	Nil	Nil	..
Total	..	..	..	630	630

(Signed)

W. H. LAY, *Consul.*

(C.)—SHIPPING RETURN of the Port of Chefoo for the Year 1874.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
202	92,994	No return	£ 1,087,947	203	93,547	No return	£ 211,630	405	186,541	No return	£ 1,299,577

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
378	171,521	No return	£ 886,303	375	170,571	No return	£ 494,181	753	342,092	No return	£ 1,380,484
Chinese steamers, 46	27,710			46	27,710			92	55,420		

(Signed) W. H. LAY, Consul.

HANKOW.

(A.)—RETURN of the Trade of the Port of Hankow in Foreign Vessels, for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

Imports	..	..	..	..	£ 5,112,144
Exports	..	..	..	..	£ 6,111,672*
Total	..	..	..	..	£ 11,223,816

* Exports include re-exports, value 724,031*l*.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	Nil	Nil	Nil
To and from native ports ..	909,358	380,370	1,289,728
Total	909,358*	380,370	1,289,728

* Imports include copper cash, value 86,351*l*.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

Imports	..	..	..	..	£ Nil
Exports	..	..	..	..	£ 1,685,901
Total	..	..	..	..	£ 1,685,901†

* Including the trade with Hong Kong.

† Includes tea, value 437,377*l*, imported from Kiukiang, and re-exported.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

Imports	..	..	..	..	£ 5,112,144
Exports	..	..	..	..	£ 4,425,771
Total	..	..	..	..	£ 9,537,915

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	2,970,207	2,987,364	5,957,571
Native	2,141,937	1,438,407	3,580,344
Total	5,112,144	4,425,771	9,537,915

(Signed)

P. J. HUGHES, *Consul*.

(B.)—RETURN of British Trade for the Year 1874, at the Port of Hankow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	..	£ Nil
Exports	..	..	..	..	..	1,436,149
Total	..	..	..	..	..	1,436,149

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
		£	£
British Isles	..	1,436,149	1,436,149
Hong Kong	..	..	..
India	..	..	..
Other British Dependencies	..	..	..
Total	..	1,436,149	1,436,149*

* Includes tea re-exported, value 303,841*l*.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	..	£ 1,936,330
Exports	..	..	..	..	..	1,322,538
Total	..	..	..	..	..	3,258,868*

* Includes re-exports, 62,378*l*.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Imports	..	..	..	..	..	£ 2,536,359*
---------	----	----	----	----	----	-----------------

* Cotton and woollen goods, opium, &c.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

Exports	..	..	..	..	..	4,235,888*
---------	----	----	----	----	----	------------

* Includes tea and silk re-exported, value 663,379*l*.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
Direct	Nil	Nil	Nil
Indirect	No return	No return	No return

(Signed)

P. J. HUGHES, *Consul*.

(C.)—SHIPPING RETURN of the Port of Hankow for the Year 1874.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
178	166,015	About 11,250	£ 1,936,330	211*	169,129	About 11,500	£ 2,758,687	389	334,144	About 22,750	£ 4,695,017

* The number of vessels cleared include 40 junks chartered by British subjects.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
242	172,805	No return	£ 3,175,814	282	175,056	No return	£ 3,352,985	524*	347,861	No return	£ 6,528,799

* Includes 81 junks chartered by British and American subjects.

(Signed) P. J. HUGHES, Consul.

NINGPO.

(A).—RETURN of the Trade of the Port of Ningpo in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	2,198,845	0	11*
Exports	..	..	..	..	2,153,877	7	4*
Total	..	..	..	..	4,352,722	8	3

* Excluding re-exports.

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports ..	Nil			Nil			Nil		
To and from native ports ..	310,023	3	6	555,921	7	10	865,944	11	4
Total	310,023	3	6	555,921	7	10	865,944	11	4

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	634,576	5	0†
Exports	..	..	..	..	2,052	1	0†
Total	..	..	..	..	636,628	6	0

* Including the trade with Hong Kong.

† Excluding re-exports.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	1,564,268	15	11*
Exports	..	..	..	..	2,151,825	6	4*
Total	..	..	..	..	3,716,094	2	3

* Excluding re-exports.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	1,175,016	15	10	Nil			1,175,016	15	10
Native	389,252	0	1	2,151,825	6	4	2,541,077	6	5
Total	1,564,268	15	11	2,151,825	6	4	3,716,094	2	3

(Signed)

ROBERT J. FORREST,
Acting Consul.

(B.)—RETURN of British Trade for the Year 1874 at the Port of Ningpo.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports ..	..	..	..	..	627,322	12	7
Exports ..	..	..	..	..	63,411	2	1
Total ..	..	..	..	..	690,733	14	8

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles	Nil			Nil			Nil		
Hong Kong	615,112	13	6	63,411	2	1	678,523	15	7
India	Nil			Nil			Nil		
Other British Dependencies	12,209	19	1	Nil			12,209	19	1
Total	627,322	12	7	63,418	2	1	690,733	14	8

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports ..	..	..	..	..	93,777	19	7
Exports ..	..	..	..	..	113,686	6	7
Total ..	..	..	..	..	207,464	6	2

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[Nil.]

(Signed) . ROBERT J. FORREST,
Acting Consul.

(C.)—SHIPPING RETURN of the Port of Ningpo for the Year 1874.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
41	17,571	No return obtainable	£ 480,716 2 8 s. d.	43	17,813	No return obtainable	£ 116,758 12 7 s. d.	84	35,384	No return obtainable	£ 597,474 15 3 s. d.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
253	174,977	No return obtainable	£ 1,763,040 8 11 s. d.	253	175,444	No return obtainable	£ 2,082,030 5 5 s. d.	506	350,421	No return obtainable	£ 3,845,070 14 4 s. d.

(Signed) ROBERT J. FORREST, Acting Consul.

TAIWAN.

(A.)—Return of the Trade of the Port of Taiwan in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	376,097
Exports	..	..	..	..	391,003*
Total	..	..	..	..	767,100

* Re-exports, amounting to 19,340*l.*, are not deducted from Imports, but not included in Exports.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	70,210	5,247	75,457
To and from native ports ..	120,961	70,540	191,501
Total	191,171	75,787	266,958

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	193,541†
Exports	..	..	..	..	210,946
Total	..	..	..	..	404,487

* Including the trade with Hong Kong.

† Imports include 4,647*l.* of Chinese produce from Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	182,556
Exports	..	..	..	..	180,057
Total	..	..	..	..	362,613

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign .. .	165,264	4,065*	169,329
Native .. .	17,294	175,992	193,284
Total .. .	182,556	180,057	362,613

* To Amoy, for foreign markets; also, a good deal of sugar shipped to North China is said to have ultimately gone on to Japan.

(Signed) WM. GREGORY, *Consul officiating.*

(B.)—RETURN of British Trade for the Year 1874 at the Port of Taiwan.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£
Imports	..	..	..	..	192,158
Exports	..	..	..	..	62,458
Total	..	..	..	..	254,617

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	Nil	Nil
Hong Kong	192,158*	14,858	207,016
India	Nil	Nil	Nil
Other British Dependencies	Nil	47,601	47,601†
Total	192,158	62,459	254,617

* Imports include Chinese produce, 4,647*l*.

† Sugar to Australia.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£
Imports	..	..	..	..	113,695
Exports	..	..	..	..	44,113*
Total	..	..	..	..	157,808

* The exports do not include re-exports.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

					£
Value of Imports	..	..	..	..	123,838

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

					£
Exports	..	..	..	..	324*

* Sugar *via* Amoy to London; not including sugar *via* Amoy and Hong Kong for Japan.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	49,406	5,247	54,653
Indirect	No return	No return	No return
Total	No return	No return	No return

(Signed) WM. GREGORY, *Consul officiating.*

(C.)—SHIPPING RETURN of the Port of Taiwan for the Year 1874.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
68	20,220	No return	£ 279,220	69	20,410	No return	£ 167,538	137	40,638	No return	£ 446,758

Including re-exports, but not treasure.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
86	21,777	No return	£ 96,877	90	22,685	No return	£ 242,805	176	44,462	No return	£ 339,682

Including re-exports, but not treasure.

WM. GREGORY, *Consul officiating.*

(Signed)

TIEN-TSIN.

(A)—RETURN of the Trade of the Port of Tien-tsin in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports .	..	..	..	..	5,824,492	16	0
Exports .	..	..	..	..	387,054	0	0
Total ..	..	..	..	..	6,211,546	16	0

Re-exports (here equal to 43,382*l.* 2*s.*) included in both Imports and Exports; and taels converted into sterling at 6*s.* per tael.

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports.	..	..	..	..	..	..	..	..	..
To and from native ports..	409,164	18	0	1,197,394	16	0	1,606,559	14	0
Total ..	409,164	18	0	1,197,394	16	0	1,606,559	14	0

Carried chiefly in British and American steamers.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports ..	..	..	..	..	304,315	4	0
Exports ..	..	..	..	..	22,014	0	0
Total ..	..	..	..	..	326,329	4	0

Imports from Great Britain, Hong Kong, Japan, Siam, and the Amoor Provinces.
Exports to Hong Kong and Japan.

* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	5,520,177	12	0
Exports	..	..	..	..	365,040	0	0
Total ..	..	..	..	..	5,885,217	12	0

Imports chiefly from, and exports to, Shanghai.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	2,902,161	0	0	41,375	8	0	2,943,536	8	0
Native	2,618,016	12	0	323,664	12	0	2,941,681	4	0
Total	5,520,177	12	0	365,040	0	0	5,585,217	12	0

Exports include Russian goods, value 204*l.*, shipped here coastwise.

Imports include tea, value 476,305*l.* 10*s.*, entered here for Kiachta.

The above 204*l.* + 476,305*l.* 10*s.* equal to 476,509*l.* 10*s.*, or value of Russian transit trade for 1874.

(Signed) J. MONGAN, *Consul.*
British Consulate, Tien-tsin, February 22, 1875.

(B.)—RETURN of British Trade for the Year 1874 at the Port of Tien-tsin.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

	£	s.	d.
Imports	263,832	12	0
Exports	21,003	12	0
Total	284,836	4	0

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles	38,096	8	0	..	..	..	38,096	8	0
Hong Kong	225,736	4	0	21,002	12	0	246,739	16	0
India	..	..	..	..	..	..	..	..	..
Other British dependencies	..	..	..	..	..	..	..	..	..
Total	263,832	12	0	21,003	12	0	284,836	4	0

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

	£	s.	d.
Imports . ..	2,572,554	6	0
Exports . ..	145,112	8	0
Total	2,717,666	14	0

For total value of trade under British flag, see Shipping Return (C).

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports (about)	..	..	..	£ 2,610,000
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Chiefly cottons, Indian opium, and woollens from other Treaty ports and Hong Kong.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[No Return.]

(Signed) J. MONGAN, *Consul*.
British Consulate, Tien-tsin, February 22, 1875.

NEWCHWANG.

(A.)—RETURN of the Trade of the Port of Newchwang in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	811,045	0	0
Exports	..	..	..	..	584,514	6	8
Total	..	..	..	..	1,395,559	6	8

All re-exports deducted.

No. 2.—IMPORT and Export of Treasure.

No return. No reliable information obtainable for the year 1874.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	102,212	6	8
Exports	..	..	..	..	156,649	13	4
Total	..	..	..	..	258,862	0	0

All re-exports deducted. More than Customs returns by trade with Hong Kong.

* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	703,206	0	0
Exports	..	..	..	..	427,864	13	4
Total	..	..	..	..	1,131,070	13	4

All re-exports deducted. Less than Customs' returns by trade with Hong Kong.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

				Imports.			Exports.			Total.		
				£	s.	d.	£	s.	d.	£	s.	d.
Foreign	..	..		444,283	6	8	None			444,283	6	8
Native	..	..		258,922	13	4	427,864	13	4	686,787	6	8
Total	..	..		703,206	0	0	427,864	13	4	1,131,070	13	4

All re-exports deducted.

(Signed) THOS. ADKINS, Consul.

British Consulate, Newchwang, February 16, 1875.

(B).—RETURN of British Trade for the Year 1874 at the Port of Newchwang.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports	..	..	..	..	99,408	6	8
Exports	..	..	..	..	152,770	0	0
Total	..	..	..	..	252,178	6	8

Includes whole trade, both in native and foreign goods, with Hong Kong.

* Including trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles	5,991	13	4	None			5,991	13	4
Hong Kong	93,410	0	0	152,770	0	0	246,180	0	0
India	None			None			None		
Other British dependencies	6	13	4	None			6	13	4
Total	99,408	6	8	152,770	0	0	252,178	6	8

Includes whole trade in native and foreign goods with Hong Kong.

Opium comes *viâ* Hong Kong, Singapore, and the Straits.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports	..	..	..	..	222,564	0	0
Exports	..	..	..	..	128,267	0	0
Total	..	..	..	..	350,831	0	0

Less than Customs returns by trade with Hong Kong.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

					£	s.	d.
Value of imports	..	..	..	..	419,719	6	8

Less than Customs returns by trade with Hong Kong.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

None.

For the year 1874 all such exports went *viâ* Hong Kong.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

No Return.

No reliable information obtainable.

(Signed) THOS. ADKINS, *Consul.*
British Consulate, Newchwang, February 16, 1875.

(C.)—SHIPPING RETURN of the Port of Newchwang for the Year 1874.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
63	24,967	1,209	£ 255,436 13 4	63	24,967	1,209	£ 157,630 6 8	126	49,934	2,418	£ 416,967

Treasure not included in value of cargo.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
193	65,575	2,121	£ 600,064	193	65,575	2,121	£ 474,339 13 4	386	131,150	4,242	£ 1,074,403 13 4

Treasure not included in value of cargo.

British Consulate, Newchwang, February 16, 1875.

(Signed)

THOS. ADKINS, *Consul.*

SWATOW.

(A.)—RETURN of the Trade of the Port of Swatow in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	3,318,508
Exports	..	..	..	..	1,311,532
Total	..	..	..	..	4,630,040

Includes re-exports, amounting to 1,210*l.* in value.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports ..	1,452	655,126	656,578
To and from native ports ..	174,015	47,643	221,658
Total ..	175,467	702,769	878,236

Includes copper cash imported to the value of 12,499 dollars.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	2,078,467
Exports	..	..	..	..	156,100
Total	..	..	..	..	2,234,567

Includes re-exports amounting to 644*l.* in value.

* Including trade with Hong Kong.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	1,240,041
Exports	..	..	..	..	1,155,432
Total	..	..	..	..	2,395,473

Includes re-exports, valued at 566*l.*

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

				Imports.	Exports.	Total.
				£	£	£
Foreign	..	..	..	874	501	1,375*
Native	..	..	..	1,239,167	1,154,931	2,394,098†
Total	..	..	..	1,240,041	1,155,432	2,395,473‡

* Includes re-exports, 501*l*.

† Includes re-exports, 65*l*.

‡ Includes re-exports, 566*l*.

[(Signed)

A. FRATER, *Acting Consul*.

(B.)—RETURN of British Trade for the Year 1874 at the Port of Swatow

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

						£
Imports	..	..	..	..	..	2,069,700
Exports	..	..	..	..	..	106,528
Total	.	..	..	..	..	2,176,228

Includes re-exports valued at 599*l*.

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

				Imports.	Exports.	Total.
				£	£	£
British Isles	..	..	..	3,060	24,056	27,116
Hong Kong	..	..	..	2,062,839	59,321	2,122,160
India	..	..	..	..	..	..
Other British Dependencies	..	..	..	3,801	23,151	26,952
Total	..	..	..	2,069,700	106,528	2,176,228

Includes 599*l* re-exports to Hong Kong.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

						£
Imports	..	..	..	..	..	648,583
Exports	..	..	..	..	..	588,640
						1,237,223

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports	..	..	..	..	..	£
						469

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

No Return. Said to be nil.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

				Imports.	Exports.	Total.
				£	£	£
Direct	..	..	..	1,452	655,126	656,578
Indirect	..	..	..	..	..	..
Total	..	..	..	1,452	655,126	656,578

From and to Hong Kong.

(Signed) A. FRATER, *Acting Consul.*

(C.)—SHIPPING RETURN of the Port of Swatow for the Year 1874.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
342	200,259	13,688	£ 2,599,551	338	196,514	13,591	£ 708,940	680	396,773	27,279	£ 3,308,491

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
151	68,139	No return	£ 718,957	155	71,533	No return	£ 602,592	306	139,672	No return	£ 1,321,549

Total British and Foreign Entered :—				Total British and Foreign Cleared :—				Total British and Foreign Entered and Cleared :—			
Number of Vessels	..	493		Number of Vessels	..	493		Number of Vessels	..	986	
Tonnage	..	268,398		Tonnage	..	268,047		Tonnage	..	536,445	
Number of Crew	..	—	£	Number of Crew	..	—	£	Number of Crew	..	—	£
Value of Cargo	..	3,318,508		Value of Cargo	..	1,311,532		Value of Cargo	..	4,630,040	
Treasure	..	175,467		Treasure	..	702,769		Treasure	..	878,236	
			£				£				£
			3,493,975				2,014,301				5,508,276

KEWKIANG.

(A.)—RETURN of the Trade of the Port of Kewkiang in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	1,179,896	2	0
Exports	..	..	..	..	2,979,503	14	0
Total	..	..	..	..	4,156,399	16	0

31,886½ 2s. of native and foreign re-exported imports are not included in this table.

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports .	Nil			Nil			Nil		
To and from native ports .	565,657	16	0	167,222	2	0	732,879	18	0
Total	565,657	16	0	167,222	2	0	732,879	18	0

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

						£	s.	d.
Imports	..	..	..	..	..	Nil		
Exports	..	..	..	..	..	21,892	16	0
Total	..	..	..	..	..	21,892	16	0

A large amount of direct trade, both in imports and exports to and from this port, does not appear, owing to transhipment in Shanghai.

* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

						£	s.	d.
Imports	..	..	..	..	..	1,179,896	2	0
Exports	..	..	..	..	..	2,954,610	18	0
Total	..	..	..	..	..	4,134,507	0	0

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	1,003,098	18	0	2,755,755	18	0	3,758,854	16	0
Native	176,797	4	0	198,855	0	0	375,652	4	0
Totals	1,179,896	2	0	2,954,610	18	0	4,134,507	0	0

Kewkiang, January 1, 1875..

(Signed)

WALTER ED. KING, *Vice-Consul.*

(B).—RETURN of British Trade for the Year 1874, at the Port of Kewkiang.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports	..	..	..	..	Nil		
Exports	..	..	..	..	21,892	16	0
Total	..	..	..	..	21,892	16	0

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

					£	s.	d.
Imports	..	..	..	..	Nil		
Exports	..	..	..	..	21,892	16	0
Total	..	..	..	..	21,892	16	0

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports (approximate)	..	..	..	..	303,712	4	0
Exports (approximate)	..	..	..	..	1,311,973	10	0
Total (approximate)	..	..	..	..	1,615,685	14	0

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

					£	s.	d.
Value of imports	..	..	..	..	994,429	14	0

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports, under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

			Imports.	Exports.	Total.
Direct .	..	..	Nil	Nil	Nil
Indirect	..	..	No return	No return	No return

All Treasure came from other Treaty Ports; whether direct or no is not unknown.

Kewkiang, January 1, 1875.

(Signed)

WALTER ED. KING, *Vice-Consul.*

(C).—SHIPPING RETURN of the Port of Kewkiang for the Year 1874.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
23	8,559	No return	£ 311,937 6	23	8,559	No return	£ 1,350,613 16	46	17,118	No return	£ 1,662,551 2

This return is from the register kept at the Vice-Consulate, and includes only such vessels as remain here over twenty-four hours, and are thus obliged to enter and clear at the Vice-Consulate, and not such as pass through, and, though stopping to load or unload, do not remain twenty-four hours in port.

The return of foreign vessels is taken from the Customs Register, and includes all arrivals and departures.

The British shipping and tonnage computed in the same way amounts to 293 vessels (inward and outward) and 289,594 tons. The return, therefore, is deceptive as regards numbers of vessels and tonnage; but correct as to values.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
Foreign 335	293,961	No return	£ 804,821 14	335	293,961	No return	£ 1,527,353 2	770	587,922	No return	£ 2,332,174 16
Chinese 72	28,334	"	90,023 4	72	28,334	"	130,422 18	144	56,668	"	220,446 2

The Chinese steamers here referred to run under the same regulations as foreign steamers.

Both in this table, and the one above, re-exports are included in the values of cargoes.

Kewkiang, January 1, 1875.

WALTER ED. KING, Vice-Consul.

TAMSUY.

(A.)—RETURN of the Trade of the Port of Tamsuy in Foreign Vessels for the Year 1874.

No. 1.—TOTAL TRADE of the Port in Foreign Vessels (excluding Treasure).

Imports	..	..	..	..	..	£ 304,243
Exports	..	..	..	..	..	203,428
Total	..	..	..	..	..	507,671

Net values are taken, and the tael is calculated at 6s.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports ..	11,616	26,482	38,098*
To and from native ports ..	69,049	25,829	94,878†
Total ..	80,665	52,311	182,976

* To Hong Kong only.

† Chiefly with Amoy.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

Imports	..	..	..	..	..	£ 195,713†
Exports	..	..	..	..	..	47,680
Total	..	..	..	..	..	243,393

* Including the trade with Hong Kong.

† Hong Kong only.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

Imports	..	..	..	..	..	£ 108,530
Exports	..	..	..	..	..	155,747
Total	..	..	..	..	..	264,277

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign produce . ..	103,222	..	103,222
Native „ ..	5,308	155,747	161,055
Total ..	108,530	155,747	264,277

(Signed) HERBERT J. ALLEN, *Vice-Consul.*
British Vice-Consulate, Tamsuy, April 30, 1874.

(B.)—RETURN of British Trade for the Year 1874, at the Port of Tamsuy.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

Imports	..	..	..	..	..	£ 195,713*
Exports	..	..	..	..	..	47,680
Total	..	..	..	..	..	243,393

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	Nil	Nil
Hong Kong	195,713	47,680	243,393
India	Nil	Nil	Nil
Other British Dependencies	Nil	Nil	Nil
Total	195,713	47,680	243,393

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	..	£ 19,059
Exports	..	..	..	..	..	38,994
Total	..	..	..	..	..	58,053

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports	..	..	..	..	..	£ 108,530
Chiefly from Amoy.						

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies

	Imports.	Exports.	Total.
	£	£	£
Direct	11,616	26,482	38,098
Indirect	Nil	Nil	Nil
Total	11,616	26,482	38,098

(Signed) HERBERT J. ALLEN, *Vice-Consul.*
British Vice-Consulate, Tamsuy, April 22, 1875.

(C.)--SHIPPING RETURN of the Port of Tamsuy for the Year 1874.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
43	12,884	1,070	£ 268,146	43	12,884	1,070	£ 172,611	86	25,768	2,140	£ 440,757

This Return includes the shipping of Kelung.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
25	7,603	Unknown	£ 36,097	26	8,127	Unknown	£ 30,817	51	15,730	Unknown	£ 66,914

British Vice-Consulate, Tamsuy, April 22, 1875.

(Signed)

HERBERT J. ALLEN, Acting Vice-Consul.

AMOY.

(A.)—RETURN of the Trade of the Port of Amoy, in Foreign Vessels for the Year 1874.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

						£
Imports	..	..	..	..	..	2,279,812
Exports	..	..	..	..	..	1,783,646
Total	..	..	..	..	..	4,063,458
Including re-exports.						

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	41,069	45,225	86,294
To and from native ports..	107,572	127,915	235,487
Total	148,641	173,140	321,781

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

						£
Imports	..	..	..	..	..	1,311,979
Exports	..	..	..	..	..	1,131,681
Total .	..	..	..	..	..	2,443,660

* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

						£
Imports	..	..	..	..	..	967,833
Exports	..	..	..	..	..	651,965
Total .	..	..	..	..	..	1,619,798

No. 5.—RETURN distinguishing the Respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	946,913	27,861	974,774
Native	20,920	024,104	645,024
Total	967,833	651,965	1,619,798

(Signed)

GEO. PHILLIPS, *Acting Consul.*

(B)—RETURN of British Trade for the Year 1873 at the Port of Amoy.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

						£
Imports	..	..	..	..	..	1,306,036
Exports	..	..	..	..	..	445,751
Total	.	..	..	..	..	1,751,787

Including re-exports.

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

		Imports.	Exports.	Total.
		£	£	£
British Isles	.. ..	4,946	29,488	34,434
Hong Kong	.. ..	1,248,786	287,905	1,536,691
India	.. ..	..	..	..
Other British Dependencies	.. ..	52,304	128,358	180,662
Total	.. ..	1,306,036	445,751	1,751,787

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

						£
Imports	..	..	..	..	..	1,591,744
Exports	..	..	..	..	..	1,008,562
Total	..	..	..	..	..	2,600,306

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

No return.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

No return.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

		Imports.	Exports.	Total.
		£	£	£
Direct..	.. ..	409,141	45,225	454,366
Indirect	.. ..	..	..	..
Total	.. ..	409,141	45,225	454,366

(Signed)

GEO. PHILLIPS, *Acting Consul.*

(C.)—SHIPPING RETURN of the Port of Amoy, for the Year 1874.

BRITISH.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.
311	186,386	No Return	£ 1,591,744	312	186,749	No Return	£ 1,008,562	623	373,135	No Return
							£ 2,600,306			

The values are those of the gross trade, including re-exports.

FOREIGN.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.
227	75,416	No Return	£ 688,068	232	76,908	No Return	£ 775,084	459	152,324	No Return
							£ 1,463,152			

Re-exports included.

(Signed) GEO. PHILLIPS, Acting Consul.

FOOCHOW.

(A.)—DIRECT TRADE AT FOOCHOW FOR 1874.

Imports and Exports to and from Foreign Ports, including Hong Kong.

General Imports, British and Foreign.	General Exports, British and Foreign.	Total General Imports and Exports.	British Imports, as distinguished from Foreign.	British Exports, as distinguished from Foreign.	Total British Imports and Exports, as distinguished from Foreign.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
851,367 18 11½	4,115,374 19 4	4,966,742 18 3	837,113 2 5	3,644,811 18 8	4,481,967 11 1

Treasure.

Treasure imported from Great Britain through Hong Kong or from the British Colonies ..	Treasure re-exported to Great Britain through Hong Kong or to the British Colonies ..	Treasure imported from other Foreign Countries ..	Treasure re-exported to other Foreign Countries ..
£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,042 10 0	Nil	Nil	Nil
Nil	Nil	Nil	Nil

(B.)--INDIRECT TRADE AT FOOCHOW FOR 1874.

Coast or River Trade. Imports and Exports.

General Imports, in British and Foreign Vessels.	General Exports, in British and Foreign Vessels.	Total Imports and Exports, in Vessels British and Foreign.	Imports in British Vessels as distinguished from Foreign.	Exports in British Vessels, as distinguished from Foreign.	Total Imports and Exports in British Vessels, as distinguished from Foreign.
£ s. d. 481,019 12 8½	£ s. d. 281,946 0 0	£ s. d. 762,965 12 8½	£ s. d. 448,561 8 1	£ s. d. 226,961 6 8½	£ s. d. 675,522 14 9½

Treasure.

	£	s.	d.		No Return
Imported in British Vessels	..	..	10 10	Exported in British Vessels	..
Imported in Foreign Vessels	..	..	Nil	Exported in Foreign Vessels	..
Total ..	..	..	59,978 10 10	Total ..	..

(C.)—SHIPPING RETURN of the Port of Foo-chow-foo, for the Year 1874.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
199	140,686	No Return	£ 1,382,793 12 4	201	142,963	No Return	£ 3,917,035 10 0	400	283,649	No Return	£ 5,300,829 2 4

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
51	20,379	No Return	£ 50,005 0 0	53	21,322	No Return	£ 582,235 3 2	104	41,771	No Return	£ 632,240 0 0

N.B.—The total values of cargoes given in this Return do not correspond with those given in the Returns of Direct and Indirect Trade, because the values given in this Return include the re-exports.

CHINA. No. 3 (1876).—PART II.

RETURNS

RELATIVE TO

TRADE WITH CHINA:

1875.

*Presented to both Houses of Parliament by Command of Her Majesty.
August 1876.*

LONDON:
PRINTED BY HARRISON AND SONS.

1876.

LIST OF RETURNS.

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Tamsui	..	..	..	..	..	..	23

Returns relative to Trade with China: 1875.

[N.B.—All sums are given in sterling.]

AMOY.

(A.)—RETURN of the Trade of the Port of Amoy in Foreign Vessels for the Year 1875.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports .	..	..	..	..	2,258,739	5	8
Exports .	..	..	..	..	1,581,865	11	8
Total ..	..	..	..	..	3,840,604	17	4

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports .	190,342	6	9	51,974	14	2	242,317	0	11
To and from native ports ..	161,633	12	11	143,978	18	11	305,612	11	10
Total	351,975	19	8	195,953	13	1	547,929	12	9

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports .	..	..	..	..	1,306,538	8	0
Exports	..	..	..	..	932,162	4	4
Total ..	..	..	..	..	2,298,700	12	4

* This Return includes the trade with Hong Kong.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	952,200	17	8
Exports	..	..	..	..	589,703	7	4
Total ..	..	..	..	..	1,541,904	5	0

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	943,393	15	0	570,858	0	4	1,514,251	15	4
Native	8,807	2	8	18,845	7	0	27,652	9	8
Total	952,200	17	8	589,703	7	4	1,541,904	5	0

(Signed) GEO. PHILLIPS, *Acting Consul.*
British Consulate, Amoy, December 31, 1875.

(B.)—RETURN of British Trade for the Year 1875 at the Port of Amoy.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

	£	s.	d.
Imports	1,177,646	7	8
Exports	305,994	18	0
Total	1,483,641	5	8

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles	3,471	13	8	77,864	16	4	81,336	10	0
Hong Kong	1,114,780	13	4	128,318	16	8	1,243,099	10	0
India	59,394	0	8	99,811	5	0	152,205	5	8
Other British Dependencies	59,394	0	8	99,811	5	0	152,205	5	8
Total	1,177,646	7	8	305,994	18	0	1,483,641	5	8

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

	£	s.	d.
Imports . ..	695,626	8	0
Exports . ..	392,165	9	4
Total	1,087,811	17	4

No. 4.—RETURN of Value of Imports of British, Indian or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

			Imports.			Exports.			Total.		
			£	s.	d.	£	s.	d.	£	s.	d.
Direct	..	..	264,148	11	0	72,128	3	4	336,276	14	4
Indirect	..	..	..			..			..		
Total	..	..	264,148	11	0	72,128	3	4	336,276	14	4

(Signed) GEO. PHILLIPS, *Acting Consul.*
British Consulate, Amoy, December 31, 1875.

(C.)—SHIPPING RETURN of the Port of Amoy, for the Year 1875.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
444	261,502	No return	£ 1,827,072 14 8 s. d.	441	260,609	No return	£ 1,146,286 4 0 s. d.	885	522,111	No return	£ 2,973,358 18 8 s. d.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
193	65,104	No return	£ 431,666 11 0 s. d.	182	61,422	No return	£ 435,579 7 8 s. d.	375	126,526	No return	£ 867,245 18 8 s. d.

British Consulate, Amoy, December 31, 1875.

(Signed)

GEO. PHILLIPS, Acting Consul.

CANTON.

(A.)—RETURN of the Trade of the Port of Canton in Foreign Vessels for the Year 1875.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	2,946,985
Exports	..	..	..	..	4,668,490
Total	.	..	..	..	7,615,475*

* Including re-exports.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports..	391,965	537,318	929,283*
To and from native ports ..	28,407	Nil	28,407†
Total	420,372	537,318	957,690

* All Hong Kong.

† All Shanghai.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	1,319,482
Exports	..	..	..	..	3,532,160
Total	.	..	..	..	4,851,642†

* This Return includes the trade with Hong Kong.

† 97 per cent. British; 1 per cent. American; 1 per cent. German; 1 per cent. various.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	1,627,502
Exports	..	..	..	..	1,136,331
Total	.	..	..	..	2,763,833

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	25,721	72,779	98,500*
Native	1,601,782	1,063,553	2,665,335†
Total	1,627,503	1,136,332	2,763,835

* Only re-exports.

† £1,656 re-exports.

(Signed)

B. ROBERTSON, *Consul*.

Canton, February 22, 1876.

(B.)—RETURN of British Trade for the Year 1875 at the Port of Canton.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£
Imports	..	..	..	..	1,319,483
Exports	..	..	..	..	3,363,892
Total	.	..	..	..	4,683,375

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	173,127	173,127
Hong Kong	1,319,483	3,190,765	4,510,248
India	Nil	Nil	Nil
Other British Dependencies	Nil	Nil	Nil
Total	1,319,483	3,363,892	4,683,375

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£
Imports	..	..	..	..	1,203,582
Exports	..	..	..	..	643,262
Total	.	..	..	..	1,846,844

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	391,965	537,318	929,283*
Indirect	No return	No return	No return
Total	391,965	537,318	929,283

* All Hong Kong.

(Signed) B. ROBERTSON, *Consul*.
Canton, February 22, 1876.

(C.)—SHIPPING RETURN at the Port of Canton for the Year 1875.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
763	360,568	No return	£ 2,517,840	753	354,233	No return	£ 4,054,241	1,516	714,801	No return	£ 6,572,081

There are river steamers running daily between Hong Kong and Canton, and once in two days between Macao and Canton.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
104	55,239	No return	£ 429,145	99	52,307	No return	£ 614,250	203	107,546	No return	£ 1,033,394

Canton, February 22, 1876.

(Signed)

B. ROBERTSON, Consul.

HANKOW.

(A.)—RETURN of the Trade of the Port of Hankow in Foreign Vessels, for the Year 1875.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

				£	s.	d.
Imports	..	..	..	..	4,853,809	5 10½
Exports	..	..	..	..	5,652,094	2 6
Total	..	..	..	..	10,505,903	8 4½

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	Nil			£ s. d.			£ s. d.		
To and from foreign ports.	£	s.	d.	Nil			£	s.	d.
To and from native ports..	1,830,488	3	6	214,530	4	6	2,045,018	8	0
Total ..	1,830,488	3	6	214,530	4	6	2,045,018	8	0

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

				£	s.	d.
Imports	..	..	..	..	1,333	6 7½
Exports	..	..	..	..	1,310,667	3 4½
Total ..	..	..	..	..	1,312,000	10 0

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

				£	s.	d.
Imports	..	..	..	..	4,852,465	19 3
Exports	..	..	..	..	4,341,426	19 1½
Total	..	..	..	..	9,193,892	18 4½

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	2,676,384	7	6	Nil			2,676,384	7	6
Native	2,176,081	11	9	4,341,426	19	1½	6,517,508	10	10½
Total	4,852,475	18	3	4,341,426	19	1½	9,193,892	18	4½

(Signed)

CHAS. ALABASTER, *Consul.*

Hankow, January 1, 1876.

(B.)—RETURN of British Trade for the Year 1875, at the Port of Hankow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports	..	..	..	..	1,333	6	7½
Exports	..	..	..	..	1,113,847	6	7½
Total	..	..	..	..	1,115,180	13	3

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles	896	19	2	1,113,847	6	7½	1,114,744	5	10½
Hong Kong	436	7	4½	..	..	..	436	7	4½
India	..	..	..	..	..	..	..	..	..
Other British Dependencies	..	..	..	..	..	..	..	..	..
Total	1,333	6	7½	1,113,847	6	7½	1,115,180	13	3

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports	..	..	..	..	26,908,355	0	10½
Exports	..	..	..	..	2,036,093	1	7½
Total	..	..	..	..	28,944,448	2	6

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[Nil.]

(Signed)
Hankow, January 1, 1876.CHAS. ALABASTER, *Consul*.

(C.)—SHIPPING RETURN of the Port of Hankow for the Year 1875.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
171	147,103	No return	£ 1,690,399 3 6 s. d.	173	147,305	No return	£ 3,459,077 4 0 s. d.	344	294,408	No return	£ 5,149,476 7 6 s. d.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
208	135,292	No return	£ 2,914,771 4 9 s. d.	209	136,754	No return	£ 2,942,386 7 0 s. d.	417	272,046	No return	£ 4,887,157 11 9 s. d.

Hankow, January 1, 1876.

(Signed)

CHAS. ALABASTER, Consul.

NEWCHWANG.

(A.)—RETURN of the Trade of the Port of Newchwang in Foreign Vessels for the Year 1875.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

			£	s.	d.	Taels.
Imports	..	..	941,791	13	4	2,825,375
Exports	..	..	895,893	6	8	2,687,680
Total	..	..	1,837,685	0	0	5,513,055

All re-exports deducted.

No. 2.—IMPORT and Export of Treasure.

No return. No reliable information obtainable.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

			£	s.	d.	Taels.
Imports	..	..	110,645	6	8	331,936
Exports	..	..	278,959	0	0	836,877
Total	..	..	389,604	6	8	1,168,813

Re-exports deducted. More than Customs' Returns, as regards Exports, by Hong Kong trade.

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

			£	s.	d.	Taels.
Imports	..	..	821,656	6	8	2,464,969
Exports	..	..	616,934	6	8	1,850,803
Total	..	..	1,438,590	13	4	4,315,772

Less than Customs' Returns as regards Imports and Exports, by Hong Kong trade.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

			Imports.			Exports.			Total.		
			£	s.	d.	£	s.	d.	£	s.	d.
Foreign	..	..	469,328	0	0	None			469,328	0	0
			Taels 1,407,984						Taels 1,407,984		
Native	..	..	352,328	6	8	616,934	6	8	969,262	13	4
			Taels 1,056,985			Taels 1,850,803			Taels 2,907,788		
Total	..	..	821,656	6	8	616,934	6	8	1,438,590	13	4
			Taels 2,464,969			Taels 1,850,803			Taels 4,315,772		

All re-exports deducted.

(Signed) THOS. ADKINS, *Consul.*

(B.)—RETURN of British Trade for the Year 1875 at the Port of Newchwang.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

			£	s.	d.	Taels.
Imports	..	..	104,858	6	8	314,575
Exports	..	..	265,684	0	0	797,052
Total	..	..	370,542	6	8	1,111,627

Includes whole trade, both in native and foreign goods, with Hong Kong.

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£ s. d.	£ s. d.	£ s. d.
British Isles ..	6,863 0 0	None	6,863 0 0
Hong Kong ..	20,589	265,684 0 0	20,589
India ..	97,995 6 8	797,052	363,679 6 8
Other British dependencies	293,986	None	1,091,028
	None	..	None
Total ..	104,858 6 8	265,684 0 0	370,542 6 8
	Taels 314,575	Taels 797,052	Taels 1,111,627

Opium comes *viâ* Shanghai and Chinese ports.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

			£	s.	d.	Taels.
Imports	..	..	393,119	13	4	1,179,359
Exports	..	..	293,100	13	4	879,302
Total	..	..	868,220	6	8	2,058,661

Less than Customs Returns by Hong Kong trade.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

			£	s.	d.	Taels.
Value of imports	..	..	492,999	13	4	1,478,999
Less Hong Kong trade.						

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

None. All such exports went *viâ* Hong Kong.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

No Return. No reliable information to be obtained.

(Signed) THOS. ADKINS, *Consul*.

(C).—SHIPPING RETURN of the Port of Newchwang for the Year 1875.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
129	49,522	2,149	£ s. d. 436,621 6 8 Tls. 1,309,864	120	49,522	2,149	£ s. d. 375,558 13 4 Tls. 1,126,676	240	99,044	4,298	£ 812,180 Tls. 2,436,540

Treasure not included in value of cargo.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
231	81,153	2,562	£ s. d. 551,406 13 4 Tls. 1,654,220	231	81,153	2,562	£ 566,671 Tls. 1,699,713	462	162,306	5,124	£ s. d. 1,117,977 13 4 Tls. 3,353,933

Treasure not included in value of cargo.

(Signed)

THOS. ADKINS, *Consul*.

NINGPO.

(A.)—RETURN of the Trade of the Port of Ningpo in Foreign Vessels for the Year 1875.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	2,573,853	0	0
Exports	..	..	..	..	1,599,011	10	0
Total	..	..	..	..	4,172,864	10	0

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	Nil	Nil	Nil
To and from native ports..	335,553	753,546	1,089,099
Total	335,553	753,546	1,089,099

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	610,468	10	0
Exports	..	..	..	..	1,778	0	0
Total	..	..	..	..	612,246	10	0

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	1,963,384	10	0
Exports	..	..	..	..	1,597,233	0	0
Total	..	..	..	..	3,560,617	10	0

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

			Imports.			Exports.			Total.		
			£	s.	d.	£	s.	d.	£	s.	d.
Foreign	..	..	1,417,020	8	0	Nil			1,417,020	8	0
Native	..	..	546,364	2	0	1,597,233	0	0	2,143,597	2	0
Total	..	..	1,963,384	10	0	1,597,233	0	0	3,560,617	10	0

(Signed) PELHAM WARREN, *Acting Consul.*

(B.)—RETURN of British Trade for the Year 1875 at the Port of Ningpo.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports ..	..	..	..	..	605,030	7	0
Exports ..	..	..	..	..	85,068	0	0
Total ..	..	..	..	..	690,098	7	0

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles ..	Nil			Nil			Nil		
Hong Kong ..	591,087	12	0	85,068	0	0	676,155	12	0
India ..	Nil			Nil			Nil		
Other British Dependencies	13,942	15	0	Nil			13,942	15	0
Total ..	605,030	7	0	85,068	0	0	690,098	7	0

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports ..	..	..	..	..	121,227	16	0
Exports ..	..	..	..	..	120,306	0	0
Total ..	..	..	..	..	241,533	16	0

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[Nil.]

(Signed) PELHAM WARREN, *Acting Consul.*

(C.)—SHIPPING RETURN of the Port of Ningpo for the Year 1875.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
50	26,873	No return	£ 395,596	51	26,966	No return	£ 120,306	101	53,839	No return	£ 715,902

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
273	196,322	No return	£ 1,978,257	272	196,183	No return	£ 1,478,705 10	545	392,505	No return	£ 3,456,962 10

(Signed) PELHAM WARREN, *Acting Consul.*

SWATOW.

(A.)—RETURN of the Trade of the Port of Swatow in Foreign Vessels for the Year 1875.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	3,572,264
Exports	..	..	..	..	1,417,039
Total	..	..	..	..	4,989,303

This includes 194,790*l.* imported, and 110,358*l.* exported. Total 305,148*l.* in Chinese-owned steamers.

No. 2.—IMPORT and Export of Treasure.

					£
Imports	..	..	..	..	102,041
Exports	..	..	..	..	887,822
Total	..	..	..	..	989,863

Calculated at 4*s.* per dollar.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	2,119,953
Exports	..	..	..	..	184,630
Total	..	..	..	..	2,304,583

Includes 298*l.* imported, and 650*l.* exported. Total 948*l.* in Chinese-owned steamers.

* This Return includes the trade with Hong Kong.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

					£	<i>s.</i>	<i>d.</i>
Imports	..	..	..	..	1,452,311	8	0
Exports	..	..	..	..	1,232,408	14	0
Total	..	..	..	..	2,684,720	2	0

Including 194,492*l.* imported, and 105,708*l.* exported. Total 304,200*l.* in Chinese-owned steamers.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

				Imports.	Exports.	Total.
				£	£	£
Foreign	..	..	..	1,306 16	448 16	1,755 12
Native	..	..	..	1,451,004 12	1,231,959 18	2,682,964 10
Total	..	..	..	1,452,311 8	1,232,408 14	2,684,720 2

Note.—The Customs calculations are made in Haikwan taels, which are here converted into sterling at 6*s.* the tael.

(Signed) J. WALTERS, *Acting Consul.*

(B.)—RETURN of British Trade for the Year 1875 at the Port of Swatow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.
Imports	..	..	..	..	2,086,254	0
Exports	..	..	..	..	172,798	16
Total	..	..	..	..	2,259,052	16

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.		Exports.		Total.	
	£	s.	£	s.	£	s.
British Isles	..	..	8,751	6	8,751	6
Hong Kong	2,079,906	18	129,649	10	2,209,556	8
Singapore and Straits	6,347	2	34,398	0	40,745	2
Other British Dependencies ..	..	..	..	..	..	..
Total	2,086,254	0	172,798	16	2,259,052	16

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£
Imports	..	..	..	..	776,189
Exports	..	..	..	..	704,391
Total	..	..	..	..	1,480,580

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

No Return.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

No Return.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

No Return.

Note.—Tael converted into sterling at 6s. to the tael.

(Signed) J. WALTERS, *Acting Consul*.

(C.)—SHIPPING RETURN of the Port of Swatow for the Year 1875.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
435	261,908	..	£ 2,849,633	434	261,606	..	£ 873,187	869	523,514	..	£ 3,722,820

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
167	78,911	..	£ 722,631	169	79,074	..	£ 543,852	336	157,985	..	£ 1,266,483

Chinese-owned steamers included—

	Entered	No.	Tons.
Entered	..	18	15,073
Cleared	..	18	15,073
Total	..	36	30,146

(Signed) J. WALTERS, Acting Consul.

TAIWAN.

(A.)—Return of the Trade of the Port of Taiwan in Foreign Vessels for the Year 1875.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	406,588
Exports	..	..	..	..	361,260*
Total	..	..	..	..	767,848

* Re-exports, amounting to 4,915*l.*, are not deducted from Imports, but not included in Exports.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	41,282	8,177	49,459
To and from native ports ..	44,019	152,888	196,907
Total	85,301	161,065	246,366

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	225,244
Exports	..	..	..	..	232,770
Total	..	..	..	..	458,014

* Including the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	181,344
Exports	..	..	..	..	128,490
Total	..	..	..	..	309,834

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	156,651	2,175*	158,826
Native	24,693	126,315	151,008
Total	181,344	128,490	309,834

* The 2,175*l.* foreign exports are re-exports.

(Signed) T. WATTERS, *Acting Consul.*

(B.)—RETURN of British Trade for the Year 1875 at the Port of Taiwan.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	..	£ 234,712
Exports	..	..	..	..	..	62,662
Total	..	..	..	..	..	297,374

* Including the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	Nil	Nil
Hong Kong	234,712	11,536	246,248
India	Nil	Nil	Nil
Other British Dependencies	Nil	51,126	51,126*
Total	234,712	62,662	297,374

* Australia.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	..	£ 120,897
Exports	..	..	..	..	..	33,496*
Total	..	..	..	..	..	154,393

* The exports do not include 2,175*l.* re-exports.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct. . ..	24,436	8,738	33,174
Indirect	No return	No return	No return
Total	No return	No return	No return

(Signed)

T. WATTERS, *Acting Consul.*

(C.)—SHIPPING RETURN of the Port of Taiwan for the Year 1875.

BRITISH.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.
74	25,163	No return	£ 290,047	73	24,905	No return	£ 153,006	147	50,068	No return
										£ 443,053

FOREIGN.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.
70	17,481	No return	£ 116,541	67	16,786	No return	£ 216,278	137	34,267	No return
										£ 332,819

(Signed)

T. WATERS, Acting Consul.

TAMSUI.

A.)—RETURN of the Trade of the Port of Tamsui in Foreign Vessels for the Year 1875.

No. 1.—TOTAL TRADE of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	325,865	2	4
Exports	..	..	..	..	258,464	7	2
Total	..	..	..	..	584,329	9	6

Re-exports valued at 2,582*l.* 4*s.* 6*d.* included in the imports, but not in the exports.

No. 2.—IMPORT and Export of Treasure.

		Imports.		Exports.		Total.	
		£	s. d.	£	s. d.	£	s. d.
To and from foreign ports	..			20,040	17 2	20,040	17 2
To and from native ports	..	47,168	8 9	22,307	3 3	69,475	12 0
Total	..	47,168	8 9	42,348	0 5	89,516	9 2

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	180,159	12	11
Exports	..	..	..	..	21,759	10	10
Total	..	..	..	..	201,955	3	9

Exports are to Hong Kong 21,750*l.* 10*s.*, and to Japan 45*l.* 0*s.* 10*d.* Imports all from Hong Kong.

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	145,705	9	5
Exports	..	..	..	..	236,668	16	4
Total	..	..	..	..	382,374	5	9

Nos. 3 and 4 include between them in the imports 1,594*l.* 3*s.* 8*d.* re-exports to foreign countries, and 988*l.* 0*s.* 10*d.* re-exports to Chinese ports.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

			Imports.		Exports.		Total.	
			£	s. d.	£	s. d.	£	s. d.
Foreign	..	..	135,157	14 4	..	..	135,157	14 4
Native	..	..	10,547	15 1	236,668	16 4	247,216	11 5
Total	..	..	145,705	9 5	236,678	16 4	382,374	5 9

(Signed) A. FRATER, *Acting Vice-Consul.*
British Vice-Consulate, Tamsui, February 15, 1876.

(B.)—RETURN of British Trade for the Year 1875, at the Port of Tamsui.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports	..	..	..	..	180,159	12	11
Exports	..	..	..	..	21,750	10	0
Total	..	..	..	..	201,910	2	11

All from and to Hong Kong.

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

			Imports.	Exports.	Total.
			£ s. d.	£ s. d.	£ s. d.
British Isles	..	..	180,159 12 11	21,750 10 0	201,910 2 11
Hong Kong	..	..	..	..	..
India	..	..	..	..	..
Other British Dependencies			..	..	..
Total	..	..	180,159 12 11	21,750 10 0	201,910 2 11

Imports include a few re-exports.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports	..	..	..	..	133,160	4	7
Exports	..	..	..	..	216,291	12	7
Total	..	..	..	..	349,451	17	2

Includes a few re-exports.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports about £ 135,000

The exact value cannot be given, as the origin of a few imports classed together in the Customs Returns as sundries has not been ascertained.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies

			Imports.		Exports.		Total.
			£		£	s.	d.
Direct	..	..	..	..	20,040	17	2
Indirect	..	..	..	..	No return	No return	No return
Total	..	..	..	..	..	..	..

(Signed)

A. FRATER, Acting Vice-Consul.

British Vice-Consulate, Tamsui, February 15, 1876.

(C.)—SHIPPING RETURN of the Port of Tamsui for the Year 1875.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
74	22,881	1,917	£ 284,249	73	22,489	1,903	£ 241,826	147	45,370	3,820	£ 526,075

Re-exports included as imported and exported cargo. Treasure not included.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
33	12,328	No return	£ 41,616	33	12,328	No return	£ 19,221	66	24,656	No return	£ 60,837

Re-exports included as imported and exported cargo. Treasure not included.

British Vice-Consulate, Tamsui, February 15, 1876.

(Signed)

A. FRATER, Acting Vice-Consul.

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AMOY.

(A.)—RETURN of the Trade of the Port of Amoy in Foreign Vessels for the Year 1876.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

Imports	..	..	..	..	..	£ 2,613,247
Exports	..	..	..	..	..	1,676,109
Total	.	..	..	..	..	4,289,356

Re-exports included.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	152,720	57,299	210,019
To and from native ports ..	178,323	211,907	390,230
Total ..	331,043	269,206	600,249

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

Imports	..	..	..	..	..	£ 1,425,629
Exports	..	..	..	..	..	1,045,436
Total	.	..	..	..	..	2,472,125

* This Return includes the trade with Hong Kong.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

Imports	..	..	..	..	..	£ 1,186,618
Exports	..	..	..	..	..	630,613
Total	..	..	..	..	..	1,817,231

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

			Imports.	Exports.	Total.
			£	£	£
Foreign	..	..	1,185,114	619,143	1,804,257
Native	..	..	1,504	11,470	12,974
Total	..	..	1,186,618	630,613	1,817,231

(Signed) CHALONER ALABASTER, *Consul*.

(B.)—RETURN of British Trade for the Year 1876 at the Port of Amoy.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	..	£ 1,230,952
Exports	..	..	..	..	..	328,922
Total	.	..	..	..	..	1,559,874

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag

			Imports.	Exports.	Total.
			£	£	£
British Isles	..	..	..	83,405	83,405
Hong Kong	..	..	1,146,026	165,824	1,311,850
India	..	..	..	..	..
Other British Dependencies	..	..	84,926	79,693	164,619
Total	..	..	1,230,952	328,922	1,559,874

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	..	£ 850,485
Exports	..	..	..	..	..	417,974
Total	.	..	..	..	..	1,268,459

No. 4.—RETURN of Value of Imports of British, Indian or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports	..	..	..	..	..	£ 19,600
------------------	----	----	----	----	----	----------

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

			Imports.	Exports.	Total.
			£	£	£
Direct	..	..	150,220	56,499	206,719
Indirect	..	..	..	..	..
Total	..	..	150,220	56,499	206,719

(Signed)

CHAL. ALABASTER, *Consul.*

(C).—SHIPPING RETURN of the Port of Amoy, for the Year 1876.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
467	279,591	No return	£ 1,979,484	466	278,053	No return	£ 1,201,149	933	557,644	No return	£ 3,180,633

Re-exports included.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
241	85,210	No return	£ 633,763	242	85,726	No return	£ 474,960	483	170,936	No return	£ 1,108,723

Re-exports included. Exchange at 4s. per dollar.

(Signed) CHAL. ALABASTER, *Consul.*

CANTON.

(A.)—RETURN of the Trade of the Port of Canton in Foreign Vessels for the Year 1876.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure.)

Imports	..	..	..	..	£	2,935,258	11	3
Exports	..	..	..	..	£	4,651,885	19	9
Total	..	..	..	..	£	7,587,144	11	0*

* Includes 93,491*l.* 16*s.* 9*d.* re-exports.

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports.	432,384	9	6	426,101	14	9	858,486	4	3*
To and from native ports..	14,536	0	0	Nil			14,536	0	0†
Total	446,920	9	6	426,101	14	9	873,022	4	3

* All with Hong Kong.

† All with Shanghai.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

Imports	..	..	..	..	£	1,507,037	12	6
Exports	..	..	..	..	£	3,674,082	2	0
Total	..	..	..	..	£	5,181,119	14	6†

* This Return includes the trade with Hong Kong.

† Includes 17,583*l.* 10*s.* re-exports.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

Imports	..	..	..	..	£	1,428,220	18	9
Exports	..	..	..	..	£	977,803	17	9
Total	..	..	..	..	£	2,406,024	16	6*

* Includes 75,908*l.* 6*s.* 9*d.* re-exports.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	18,566	3	6	75,903	9	0	94,469	12	6*
Native	1,409,654	15	3	901,900	8	9	2,311,555	4	0†
Total	1,428,220	18	9	977,803	17	9	2,406,024	16	6

* Re-exports only.

† Includes 4*l.* 7*s.* 9*d.* re-exports.

(Signed)

B. ROBERTSON, *Consul.*

Canton, March 31, 1877.

(B.)—RETURN of British Trade for the Year 1876 at the Port of Canton.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports .	..	..	..	..	1,507,037	12	6
Exports .	..	..	..	..	3,565,369	14	6
Total ..	..	..	..	..	5,072,407	7	0†

* This Return includes the trade with Hong Kong.

† Includes 160,640*l.* 12*s.* 6*d.* native imports from Hong Kong; and 7,843*l.* 17*s.* 3*d.* foreign re-exports.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

			Imports.			Exports.			Total.		
			£	s.	d.	£	s.	d.	£	s.	d.
British Isles ..	..	..	Nil			86,362	2	6	86,362	2	6
Hong Kong ..	..	..	1,507,037	12	6	3,479,007	12	0	4,986,045	4	6
India ..	..	..	Nil			Nil			Nil		
Other British Dependencies	..	..	Nil			Nil			Nil		
Total ..	..	..	1,507,037	12	6	3,565,369	14	6	5,072,407	7	0*

* Includes 160,640*l.* 12*s.* 6*d.*, and 7,843*l.* 17*s.* 3*d.*, as above.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports .	..	..	..	..	1,021,828	9	6
Exports .	..	..	..	..	546,125	4	6
Total ..	..	..	..	..	1,567,953	14	0

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

			Imports.			Exports.			Total.		
			£	s.	d.	£	s.	d.	£	s.	d.
Direct ..	..	..	432,384	9	6	426,101	14	9	858,486	4	3*
Indirect ..	..	..	No return			No return			No return		
Total ..	..	..	432,384	9	6	426,101	14	9	858,486	4	3

* All with Hong Kong.

(Signed)

B. ROBERTSON, *Consul*.*Canton, March 31, 1877.*

(C.)—SHIPPING RETURN at the Port of Canton for the Year 1876.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
875	367,414	No return	£ 2,361,046 17 9	874	366,750	No return	£ 4,134,753 19 9	1,749	734,164	No return	£ 6,495,800 17 6

1,749 represents the number of trips.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
117	66,093	No return	£ 574,211 13 6	111	64,308	No return	£ 517,132 0 0	228	130,401	No return	£ 1,091,343 13 6

Includes Chinese steamers.

Canton, March 31, 1877.

(Signed) B. ROBERTSON, Consul.

CHEFOO.

(A.)—RETURN of the Trade of the Port of Chefoo in Foreign Vessels for the Year 1876.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

Imports	..	..	..	..	..	£ 1,328,983
Exports	..	..	..	..	..	747,026*
Total	.	..	..	..	..	2,076,009

* Exclusive of re-exports, 146,328*l*.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports.	Nil	Nil	..
To and from native ports..	96,280	416,910	513,190
Total	96,280	416,910	513,190

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

Imports	..	..	..	..	..	£ 129,920
Exports	..	..	..	..	..	44,948†
Total	..	..	..	..	..	174,868

* This Return includes the trade with Hong Kong.

† Exclusive of re-exports, 19,518*l*.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

Imports	..	..	..	..	..	£ 1,199,063
Exports	..	..	..	..	..	702,078*
Total	.	..	..	..	..	1,901,141

* Exclusive of re-exports, 126,810*l*.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	668,785	..	668,785
Native	530,278	702,078	1,232,356
Total	1,199,063	702,078	1,901,141

(Signed) G. JAMIESON, *Acting Consul*.

(B.)—RETURN of British Trade for the Year 1876 at the Port of Chefoo.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£
Imports	..	..	..	..	84,262
Exports	..	..	..	..	93,280
Total	..	..	..	..	177,542

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	19,693	5,430	25,123
Hong Kong	63,264	87,850	151,114
India	..	..	..
Other British dependencies	1,305	..	1,305
Total	84,262	93,280	177,542

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£
Imports	..	..	..	..	414,274
Exports	..	..	..	..	222,560
Total	..	..	..	..	636,834

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

					£
Value of imports (about)	..	..	..	..	690,000
Nearly all from Shanghai. Opium amounts to 319,318 <i>l</i> .					

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

No Return. Inconsiderable.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

Nil.

(Signed) G. JAMIESON, *Acting Consul*.

(C.)—SHIPPING RETURN of the Port of Chefoo, for the Year 1876.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
216	102,649	..	£ 461,157	216	102,738	..	£ 247,128	432	205,487	..	£ 708,285

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
495	274,516	..	£ 867,825	494	274,495	..	£ 646,227	989	549,011	..	£ 1,514,052

Total British and Foreign, 2,222,337.

(Signed) G. JAMIESON, Acting Consul.

FOOCHOW.

(A.)—RETURN of the Trade of the Port of Foochow in Foreign Vessels for the Year 1876.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports .	..	..	..	..	1,531,617	0	0
Exports .	..	..	..	..	3,330,489	18	0
Total ..	..	..	..	..	4,862,106	18	0*

* This includes re-exports 50,267*l.* 8*s.*

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports..	1,218,629	10	5	121,797	18	4	1,340,427	8	9
To and from native ports ..	161,814	13	11	352,968	10	10	514,783	4	9
Total ..	1,380,444	4	4	474,766	9	2	1,855,210	13	6

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	824,905	16	0
Exports .	..	..	..	..	2,967,761	14	0
Total ..	..	..	..	..	3,792,667	10	0†

* This Return includes the trade with Hong Kong.

† This includes re-exports 21,994*l.* 16*s.*

No. 4.—Trade with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	706,711	4	0
Exports	..	..	..	..	362,728	4	0
Total .	..	..	..	..	1,069,439	8	0*

* This includes re-exports 28,272*l.* 12*s.*

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign ..	159,184	10	0	26,765	2	0	185,949	12	0*
Native ..	547,526	14	0	335,963	2	0	883,489	16	0†
Total ..	706,711	4	0	362,728	4	0	1,069,439	8	0‡

* Includes re-exports 26,765*l.* 2*s.*

† Includes re-exports 1,507*l.* 10*s.*

‡ Includes re-exports 28,272*l.* 12*s.*

(Signed)

W. H. PEDDER, *Consul.*

(B).—RETURN of British Trade for the Year 1876 at the Port of Foochow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports .	..	..	..	..	823,357	10	0
Exports .	..	..	..	..	2,823,339	12	0
Total ..	..	..	..	..	3,646,697	2	0†

* This Return includes the trade with Hong Kong.

† This includes re-exports 19,763*l.* 8*s.*

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles	..	..	..	2,137,073	8	0	2,137,073	8	0
Hong Kong	340,886	14	0	80,480	2	0	421,366	16	0
India	478,224	12	0	1,548	12	0	479,773	4	0
Other British Dependencies	4,246	4	0	604,237	10	0	608,483	14	0
Total	823,357	10	0	2,823,339	12	0	3,646,697	2	0

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports	..	..	..	..	634,542	18	0
Exports .	..	..	..	..	306,708	6	0
Total	..	..	..	..	941,251	4	0*

* This includes re-exports 27,271*l.* 10*s.*

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

					£	s.	d.
Value of Imports	..	..	..	..	129,497	8	0

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

No return.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Direct. Hong Kong ..	1,218,629	10	5	121,797	18	4	1,340,427	8	9
Indirect. Chinese Ports .	161,814	13	11	352,968	10	10	514,783	4	9
Total	1,380,444	4	4	474,766	9	2	1,855,210	13	6

(Signed) W. H. PEDDER, *Consul.*

(C.)—SHIPPING RETURN of the Port of Foochow, for the Year 1876.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
211	151,859	..	£ 1,451,337 0 0	212	152,455	..	£ 3,024,311 2 0	423	304,314	..	£ 4,475,648 2 0

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
64	25,648	..	£ 80,280 0 0	63	25,450	..	£ 306,178 16 0	127	51,098	..	£ 386,458 16 0

(Signed) W. H. PEDDER, Consul.

HANKOW.

(A.)—RETURN of the Trade of the Port of Hankow in Foreign Vessels, for the Year 1876.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	3,888,192
Exports	..	..	..	..	6,942,955
Total	..	..	..	..	10,831,147

1. Goods imported and afterwards exported are excluded from imports, and included in exports.

2. This includes trade in vessels of foreign build under the Chinese flag, amounting to 1,387,038/.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	Nil	Nil	Nil
To and from native ports ..	2,185,589	214,936	2,400,525
Total	2,185,589	214,936	2,400,525

Of imports 1,895/ was in copper cash; of exports, 181,566/., ditto.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	6,206
Exports	..	..	..	..	2,175,229
Total .	..	..	..	..	2,181,435†

* This Return includes the trade with Hong Kong.

† Exports chiefly tea.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	3,881,986
Exports	..	..	..	..	4,767,726
Total .	..	..	..	..	8,649,712

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	2,551,172	35,534	2,586,706
Native	1,330,814	4,732,192	6,063,006
Total	3,881,986	4,767,726	8,649,712

(Signed)

P. J. HUGHES, *Consul.*

(B.)—RETURN of British Trade for the Year 1876, at the Port of Hankow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	..	£ 6,206
Exports	..	..	..	..	..	1,904,309
Total	..	..	..	..	..	1,910,515

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	4,668	1,904,309	1,910,515
Hong Kong	1,538	Nil	Nil
India	..	..	..
Other British Dependencies	..	..	..
Total	6,206	1,904,309	1,910,515

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	..	£ 2,251,578
Exports	..	..	..	..	..	1,833,922
Total .	..	..	..	..	..	4,085,500

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No return.]

No means of determining with accuracy the origin of imports from Treaty Ports.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No return.]

No means of determining with accuracy the ultimate destination of exports to Treaty Ports.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[No Return.]

(Signed) P. J. HUGHES, *Consul*.

(C.)—SHIPPING RETURN of the Port of Hankow for the Year 1876.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Approximate Number of Crew, (Chinese included).	Value of Cargo.	Number of Vessels.	Tonnage.	Approximate Number of Crew, (Chinese included).	Value of Cargo.	Number of Vessels.	Tonnage.	Approximate Number of Crew (Chinese included).	Value of Cargo.
170	143,445	8,765	£ 2,257,173	170	143,521	8,765	£ 3,404,006	340	286,966	17,530	£ 5,661,179

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
225*	139,102	No return	£ 2,387,887	370†	150,499	No return	£ 3,538,949	595	289,601	No return	£ 5,926,836

* Including 57 steamers under Chinese flag.

† Including 57 steamers under Chinese flag, and 145 junks under special pass.

(Signed)

P. J. HUGHES, Consul.

KEWKIANG.

(A.)—RETURN of the Trade of the Port of Kewkiang in Foreign Vessels for the Year 1876.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	996,562	11	8
Exports	..	..	..	..	2,780,683	10	0
Total	..	..	..	..	3,777,246	1	8

This Return does not include 1,204*l.* 16*s.* 11*d.* of re-exports.

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports.	..	..	..	..	..	..	..	..	..
To and from native ports..	682,625	8	4	131,565	0	0	814,190	8	4
Total	682,625	8	4	131,565	0	0	814,190	8	4

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	Nil		
Exports	..	..	..	..	166,613	14	2
Total	..	..	..	..	166,613	14	2

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	996,562	11	8
Exports	..	..	..	..	2,614,069	15	10
Total	..	..	..	..	3,610,632	7	6

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	..	..	794,697	3	4	..	794,697	3	4
Native.	..	..	201,865	8	4	2,614,069	2,815,935	4	2
Total	..	..	996,562	11	8	2,614,069	3,610,632	7	6

Exchange at 5*s.* 10*d.* per Haikwan tael.

January 1, 1877.

(Signed)

H. P. McCLATCHIE, *Acting Consul.*

(B).—RETURN of British Trade for the Year 1876 at the Port of Kewkiang.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports	..	..	..	..	Nil		
Exports	..	..	..	..	166,613	14	2
Total	..	..	..	..	166,613	14	2

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
		£	£
British Isles	..	166,613 14 2	166,613 14 2
Hong Kong	..	..	..
India	..	..	..
Other British dependencies ..	..	..	..
Total	..	166,613 14 2	166,613 14 2

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports	..	..	..	..	482,282	10	0
Exports	..	..	..	..	1,216,649	0	0
Total	..	..	..	..	1,698,931	10	0

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

					£	s.	d.
Value of Imports (approximate)	..	..	..	..	680,432	7	6

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

					£	s.	d.
Exports (approximate)	..	..	..	..	2,509,301	13	4

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

No Return.

Treasure usually comes indirectly through other Treaty ports.

Exchange 5s. 10d. per Haikwan tael.

January 1, 1877.

(Signed)

H. P. McCLATCHIE, *Acting Consul.*

(C).—SHIPPING RETURN of the Port of Kewkiang for the Year 1876.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
34	17,878	No return	£ 482,282 10 0	34	17,878	No return	£ 1,391,739 8 4	68	35,756	No return	£ 1,874,021 18 4

Values include re-exports.

This return is from the register kept at the Vice-Consulate, and includes only such vessels as remain here over twenty-four hours, and are thus obliged to report; and not such as pass through, and, though stopping to load or unload, do not remain twenty-four hours in port. The return of foreign vessels is taken from the Customs Returns, and includes all arrivals and departures. The British shipping and tonnage computed in the same way amounts to 532 vessels of 497,032 tons. The Return is therefore deceptive as regards numbers and tonnage, but correct as to values.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
Foreign 233	193,629	No return	£ 414,544 1 8	234	193,776	No return	£ 980,392 5 10	467	387,405	No return	£ 1,394,936 7 6
Chinese 115	57,230	"	111,784 9 2	115	57,230	"	420,600 5 0	230	114,460	"	532,384 14 2

Values include re-exports.

The Chinese vessels here referred to are steamers running under the same regulations as foreign vessels.

Exchange 5s. 10d. per Haikwan tael.

January 1, 1877.

(Signed) H. P. Mc CLATCHIE, Acting Vice-Consul.

KIUNGCHOW.

(A.)—RETURN of the Trade of the Port of Kiungchow in Foreign Vessels for the Year 1876.

N.B.—This Return only represents trade of nine months, as Kiungchow only opened on April 1.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	123,008
Exports	..	..	..	..	105,692
Total	..	..	..	..	228,700

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	14,574	7,387	21,961*
To and from native ports..	143	285	428†
Total	14,717	7,672	22,389

* Hong Kong.

† Swatow and Shanghai.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	116,835
Exports	..	..	..	..	65,907
Total	..	..	..	..	182,742†

* This Return includes the trade with Hong Kong.

† Hong Kong, Singapore, and Straits.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£
Imports .	..	..	..	..	6,173
Exports .	..	..	..	..	39,785
Total :	..	..	..	..	45,958*

* Chiefly Swatow and Shanghai.

No. 5.—RETURN distinguishing the Respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	Nil	Nil	Nil
Native	6,173	39,785	45,958*
Total	6,173	39,785	45,958

* Chiefly with Swatow and Shanghai.

(Signed) ALEX. S. HARVEY, *Acting Vice-Consul.*
British Vice-Consulate, Kiungchow,
February 17, 1877.

(B.)—RETURN of British Trade for the Year 1876 at the Port of
Kiungchow.N.B.—This Return only represents the trade of nine months, as Kiungchow was only
opened on April 1.No. 1.—VALUE of Direct Trade with Great Britain and British Depen-
dencies (excluding Treasure)* under any Flag.

						£
Imports	..	..	..	..	..	114,363
Exports	..	..	..	..	..	65,848
Total	..	..	..	..	..	180,211

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British
Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	..	..	..
Hong Kong	102,659	65,848	168,507
India	..	..	..
Other British Dependencies ..	11,704	..	11,704
Total	114,363	65,848	180,211

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

						£
Imports .	..	..	..	..	..	3,033
Exports .	..	..	..	..	..	24,645
Total	..	..	..	..	..	27,678

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial
origin (excluding Treasure) from other Treaty Ports, carried under any
Flag.

[Nil.]

British and Indian imports come via Hong Kong.

No. 5.—RETURN of Exports destined for Great Britain, India, or the
Colonies, carried to other Treaty Ports under any Flag.

[Nil.]

Exports destined for Great Britain, &c., pass through Hong Kong.

No. 6.—RETURN of Import and Export of Treasure from and to Great
Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct .	14,574	7,387	21,961
Indirect	Nil	Nil	Nil
Total	14,574	7,387	21,961

All to and from Hong Kong.

*British Vice-Consulate, Kiungchow,**February 17, 1877.*(Signed) ALEX. S. HARVEY, *Acting Vice-Consul.*

(C.)—SHIPPING RETURN of the Port of Kungchow for the Year 1876.

N.B.—From April 1st only, the date on which Kungchow was opened to foreign trade.

BRITISH.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.
27	11,878	724	£ 82,726	27	11,878	724	£ 66,152	54	23,756	1,448
							£			
							148,878			

All steamers; sailing-vessels afraid to come, as Hainan coast not yet accurately surveyed.

FOREIGN.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.
8	6,458	220	£ 40,282	8	6,458	220	£ 39,540	16	12,916	440
35	18,336	944	123,008	35	18,336	944	105,692	70	36,672	1,888
							£			
							79,822*			
							228,700†			

* Foreign, excluding British.

† Foreign, including British, the usual signification of "foreign" in Chinese ports, where it is used in contradistinction to Chinese.

British Vice-Consulate, Kungchow, February, 17, 1877.

(Signed)

ALEX. S. HARVEY, Acting Vice-Consul.

NEWCHWANG.

(A.)—RETURN of the Trade of the Port of Newchwang in Foreign Vessels for the Year 1876.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

						£
Imports	..	..	..	..	..	985,770
Exports	..	..	..	..	..	566,533
Total	.	..	..	..	..	1,552,303

No. 2.—IMPORT and Export of Treasure.

		Imports.	Exports.	Total.
		£	£	£
To and from foreign ports	..	..	..	..
To and from native ports	..	81,000	185,344	266,344
Total	..	81,000	185,344	266,344

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

						£
Imports	.	..	..	..	..	53,038
Exports	.	..	..	..	..	3,362
Total	..	..	..	..	..	56,400

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

						£
Imports	..	..	..	..	..	932,731
Exports	..	..	..	..	..	563,171
Total	.	..	..	..	..	1,495,902

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

			Imports.	Exports.	Total.
			£	£	£
Foreign	..	..	619,336	20,821	640,157
Native	..	..	313,395	542,349	855,744
Total	..	..	932,731	563,170	1,495,901

(Signed)

THOS. ADKINS, *Consul.*

(B.)—RETURN of British Trade for the Year 1876 at the Port of Newchwang.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£
Imports	..	..	..	..	73,981
Exports	..	..	..	..	229,206
Total	..	..	..	..	303,187

All proceeds to Hong Kong.

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	Nil	Nil
Hong Kong	73,981	229,206	303,187
India	Nil	Nil	Nil
Other British dependencies	Nil	Nil	Nil
Total	73,981	229,206	303,187

Opium comes via Shanghai and Treaty ports.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£
Imports	..	..	..	..	323,465
Exports	..	..	..	..	254,542
Total	..	..	..	..	578,007

Hong Kong excluded.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports	..	..	..	..	£ 260,728
------------------	----	----	----	----	-----------

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[No Return.]

(Signed) THOS. ADKINS, *Consul*.

(C.)—SHIPPING RETURN of the Port of Newchwang for the Year 1876.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
89	33,340	1,287	£ 341,145	89	33,340	1,287	£ 259,238	178	66,680	2,574	£ 600,383

Treasure not included in value of cargo.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
228	76,970	2,736	£ 985,770	228	76,970	2,736	£ 566,533	456	153,940	5,472	£ 1,552,303

Treasure not included in value of cargo.

(Signed) THOS. ADKINS, *Consul.*

NINGPO.

(A.)—RETURN of the Trade of the Port of Ningpo in Foreign Vessels for the Year 1876.

No. 1.—TOTAL Trade of the Port in Foreign Vessels, inclusive of steamers under Chinese flag (excluding Treasure).

					£
Imports	..	..	..	..	2,308,341
Exports	..	..	..	..	1,608,552
Total	..	..	..	..	3,916,893
Including re-exports.					

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	Nil	Nil	Nil
To and from native ports ..	416,747	1,135,204	1,551,951
Total	416,747	1,135,204	1,551,951

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	631,989
Exports	..	..	..	..	6,849
Total	..	..	..	..	638,838

Exports do not include native produce sent to Hong Kong for re-export to Chinese ports.

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	1,676,352
Exports	..	..	..	..	1,601,703
Total	..	..	..	..	3,278,055

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	1,187,268	90,678	1,277,946
Native	489,084	1,511,025	2,000,109
Total	1,676,352	1,601,703	3,278,055

These figures are obtained from the Customs Returns, by the conversion of Haikwan taels into sterling, at the rate of 6s. per tael.

(Signed) WILLIAM M. COOPER, *Acting Consul.*

(B.)—RETURN of British Trade for the Year 1876 at the Port of Ningpo.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

						£
Imports	..	..	..	..	..	610,885
Exports	..	..	..	..	..	22,129
Total	..	..	..	..	..	633,014

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	..	..	..
Hong Kong	610,885	22,129	633,014
India	..	..	..
Other British Dependencies	..	..	..
Total	610,885	22,129	633,014

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

						£
Imports	..	..	..	..	..	113,343
Exports	..	..	..	..	..	45,693
Total	..	..	..	..	..	159,036

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

						£
Value of imports	..	..	..	..	..	826,590
Principally opium and piece goods from Shanghai.						

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[Nil.]

(Signed) WM. M. COOPER, *Acting Consul.*

(C.)—SHIPPING RETURN of the Port of Ningpo for the Year 1876.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
34	20,152	No return	£ 565,678	34	20,152	No return	£ 48,886	68	40,304	No return	£ 614,564

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
430	223,706	No return	£ 1,742,663	431	223,913	No return	£ 1,559,666	861	447,619	No return	£ 3,302,329

(Signed)

WM. M. COOPER, Acting Consul.

SWATOW.

(A).—RETURN of the Trade of the Port of Swatow in Foreign Vessels for the Year 1876.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports .	..	..	..	..	4,409,803	13	4
Exports .	..	..	..	..	1,670,812	6	8
Total	..	..	..	..	6,080,656	0	0

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports .	6,695	6	8	1,398,281	13	4	1,404,977	0	0
To and from native ports ..	54,756	0	0	269,510	0	0	316,266	0	0
Total ..	61,541	6	8	1,667,791	13	4	1,729,243	0	0

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

						£
Imports	..	..	..	..	..	2,706,664
Exports	..	..	..	..	..	398,131
Total	..	..	..	..	..	3,104,795

* This Return includes the trade with Hong Kong.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

						£
Imports	..	..	..	..	..	1,700,958
Exports	..	..	..	..	..	1,274,579
Total .	..	..	..	..	..	2,975,537

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

[No Return.]

(B.)—RETURN of British Trade for the Year 1876 at the Port of Swatow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£
Imports	..	..	..	..	2,567,877
Exports	..	..	..	..	306,958
Total	.	..	..	..	2,874,835

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	128,694	128,694
Hong Kong	2,567,877	167,963	2,735,840
India	Nil	Nil	Nil
Other British Dependencies ..	Nil	Nil	Nil
Total	2,567,877	296,657	3,864,534

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£
Imports	..	..	..	..	966,085
Exports	..	..	..	..	763,560
Total	.	..	..	..	1,729,645

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

No Return.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

No Return.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	6,695	1,398,281	1,404,977
Indirect	..	..	..
Total	6,695	1,398,281	1,404,977

(C.)—SHIPPING RETURN of the Port of Swatow for the Year 1876.

BRITISH.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.
443	271,921	9,013	£ 3,563,184	447	273,544	8,976	£ 1,069,738	890	545,465	17,989
										£ 4,632,922

FOREIGN.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.
187	95,502	No Return	£ 863,939	193	97,489	No Return	£ 618,352	380	192,991	No Return
										£ 1,482,292

TAIWAN.

(A)—Return of the Trade of the Port of Taiwan in Foreign Vessels for the Year 1876.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

Imports	..	..	..	..	£ 390,475
Exports	..	..	..	..	424,723
Total	..	..	..	..	815,198

The imports include 5,702*l.* re-exports.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	52,880	24,618	77,498
To and from native ports ..	89,313	106,487	195,800
Total	142,913	131,105	273,298

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

Imports	..	..	..	..	£ 178,599
Exports	..	..	..	..	228,837
Total	..	..	..	..	407,436

The imports include 124*l.* re-exports.

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

Imports	..	..	..	..	£ 210,460
Exports	..	..	..	..	201,341
Total	..	..	..	..	411,801

The exports include 5,455*l.* re-exports.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	194,693	5,455	200,148
Native	15,767	195,886	211,653
Total	210,460	201,341	411,801

The foreign exports are re-exports.

(Signed) G. M. H. PLAYFAIR, *Acting Consul.*

(B.)—RETURN of British Trade for the Year 1876 at the Port of Taiwan.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	..	£ 164,024
Exports	..	..	..	..	..	96,094
Total	..	..	..	..	..	260,118

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	60,861	60,861
Hong Kong	164,024	32,662	196,686
India	Nil	Nil	Nil
Other British Dependencies (Australia)	Nil	2,571	2,571
Total	164,024	96,094	260,118

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	..	£ 148,167
Exports	..	..	..	..	..	47,119
Total	..	..	..	..	..	195,286

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	19,676	24,618	44,294
Indirect	No return	No return	No return
Total	No return	No return	No return

(Signed)

G. M. H. PLAYFAIR, *Acting Consul.*

(C.)—SHIPPING RETURN of the Port of Taiwan for the Year 1876.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
84	27,888	No return	£ 271,123	84	28,100	No return	£ 154,826	168	55,988	No return	£ 425,949

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
114	34,463	No return	£ 116,352	117	35,158	No return	£ 275,600	231	69,621	No return	£ 391,952

(Signed) G. M. H. PLAYFAIR, Acting Consul.

TAMSUI AND KELUNG.

(A.)—RETURN of the Trade of the Ports of Tamsui and Kelung in Foreign Vessels for the Year 1876.

No. 1.—TOTAL TRADE of the Port in Foreign Vessels (excluding Treasure).

Imports	..	..	..	..	..	£ 359,140
Exports	..	..	..	..	..	363,971
Total	..	..	..	..	..	723,111

Imports include re-exports valued at 1,3497.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports* ..	Nil	33,799	33,799
do from native ports† ..	97,026	24,685	121,711
Total ..	97,026	58,484	155,510

* All to Hong Kong.

† From Swatow, Amoy, and Takow. To Amoy and Takow.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

Imports	..	..	..	..	..	£ 176,829
Exports	..	..	..	..	..	17,521
Total	..	..	..	..	..	194,350

Imports include re-exports, valued at 1287.

* Includes the trade with Hong Kong, both in foreign and Chinese goods.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

Imports	..	..	..	..	..	£ 182,311
Exports	..	..	..	..	..	346,450
Total	..	..	..	..	..	528,761

Imports include re-exports, valued at 1,2217.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign ..	132,931	Nil	132,931
Native ..	49,380	346,450	395,830
Total ..	182,311	346,450	528,761

Total of imports includes 1,2217, value of re-exports.

(Signed) A. FRATER, *Acting Vice-Consul.*
British Vice-Consulate, Tamsui, February 20, 1877.

(B.)—RETURN of British Trade for the Year 1876, at the Ports of
Tamsui and Kelung.

No. 1.—VALUE of Direct Trade with Great Britain and British
Dependencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	..	£ 214,983
Exports	..	..	..	..	..	32,706
Total	..	..	..	..	..	247,689

A few of the exports, equal to 148%, were re-exports.

* Includes trade with Hong Kong both in foreign and Chinese goods.

No. 2.—VALUE of Direct Trade with Great Britain and British
Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	Nil	Nil
Hong Kong	214,983	32,706	247,689
India	Nil	Nil	Nil
Other British Dependencies	Nil	Nil	Nil
Total	214,983	32,706	247,689

Includes trade with Hong Kong both in foreign and native goods.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	..	£ 121,615
Exports	..	..	..	..	..	281,287
Total	..	..	..	..	..	402,902

Re-exports included.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial
origin (excluding Treasure) from other Treaty Ports, carried under
any Flag.

Value of imports about £ 132,190.

No. 5.—RETURN of Exports destined for Great Britain, India, or the
Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great
Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct*	..	33,799	33,799
Indirect	No return	No return	No return
Total	..	..	..

* To Hong Kong.

(Signed) A. FRATER, Acting Vice-Consul.
British Vice-Consulate, Tamsui, February 20, 1877.

(C.)—SHIPPING RETURN of the Ports of Tamsui and Kelung for the Year 1876.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
105	30,135	2,146	£ 308,401	106	30,527	2,160	£ 310,988	211	60,662	4,306	£ 619,389

Including re-exports both as original imports and as exports. Treasure not included.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
54	17,754	No return	£ 50,739	49	16,189	No return	£ 54,333	103	33,943	No return	£ 105,072

Including re-exports both as original imports and as exports. Treasure not included.

British Vice-Consulate, Tamsui, February 20, 1877.

(Signed) **A. FRATER, Acting Vice-Consul.**

TIEN-TSIN.

(A.)—RETURN of the Trade of the Port of Tien-tsin in Foreign Vessels for the Year 1876.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

Imports	..	..	..	..	£	s.	d.
Exports	..	..	..	..	511,299	6	0
Total	..	..	..	..	6,698,933	8	0

Re-exports (here 45,993*l.* 18*s.*) included in both imports and exports, and taels converted into sterling at 6*s.* per tael.

No. 2.—IMPORT and Export of Treasure.

		Imports.			Exports.			Total.		
		£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports	..	..	..	..	..	..	..	..	..	..
To and from native ports	..	604,170	0	0	939,868	16	0	1,544,038	16	0
Total	..	604,170	0	0	939,868	16	0	1,544,038	16	0

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

Imports	..	..	..	..	£	s.	d.
Exports	..	..	..	..	344,122	10	0
Total	..	..	..	..	61,470	0	0
Total	..	..	..	..	405,592	10	0

Imports from Great Britain, Hong Kong, Singapore, Japan, Siam, Annam, Russian Manchuria, &c., and Continent of Europe.

Exports to Great Britain, Hong Kong, Japan, Amoor Provinces, and Continent of Europe.

* This Return includes the trade with Hong Kong.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

Imports	..	..	..	..	£	s.	d.
Exports	..	..	..	..	5,843,511	12	0
Total	..	..	..	..	449,829	6	0
Total	..	..	..	..	6,293,340	18	0

Imports chiefly from, and exports to, Shanghai.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

		Imports.			Exports.			Total.		
		£	s.	d.	£	s.	d.	£	s.	d.
Foreign	..	2,686,990	16	0	42,879	18	0	2,729,870	14	0
Native	..	3,156,520	16	0	406,949	8	0	3,563,470	4	0
Total	..	5,843,511	12	0	449,829	6	0	6,293,340	18	0

Exports include Russian goods shipped coastwise, value	..	£	s.	d.
Imports include tea, entered here for Kiashta, value	..	51	0	0
	..	984,446	14	0

Value of Russian transit trade for 1876 .. 984,497 14 0

British Consulate, Tien-tsin, February 26, 1877.

(Signed)

J. MONGAN, Consul.

(B).—RETURN of British Trade for the Year 1876, at the Port of Tien-tsin.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

					£	s.	d.
Imports ..	..	..	..	..	292,496	14	0
Exports ..	..	..	..	..	60,619	10	0
Total ..	..	..	..	..	353,116	4	0

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles ..	424	10	0	249	0	0	673	10	0
Hong Kong ..	289,601	14	0	60,370	10	0	349,972	4	0
India ..	..	..	..	..	..	..	..	..	..
Other British Dependencies ..	2,470	10	0	..	..	..	2,470	10	0
Total ..	292,496	14	0	60,619	10	0	353,116	4	0

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports .	..	..	..	..	2,176,657	4	0
Exports .	..	..	..	..	202,034	8	0
Total ..	..	..	..	..	2,378,691	12	0

For total value of trade under British flag, see Shipping Return (C).

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports (about)	..	..	..	£
Chiefly cotton, Indian opium, and woollens.	..	..	..	2,100,000

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports, under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[No Return.]

British Consulate, Tien-tsin February 26, 1877.(Signed) J. MONGAN, *Consul.*

(C.)—SHIPPING RETURN of the Port of Tien-tsin for the Year 1876.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
135	63,622	No return	£ 2,283,450	135	63,622	No return	£ 205,487 2	270	127,244	No return	£ 2,488,937 2

1. All these vessels were of European build.

2. No vessels of Chinese or other Asiatic-build obtained permission to use the British flag.

3. None of these vessels, so far as I can ascertain, were owned by inhabitants of the Straits Settlements.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
278	164,189	No return	£ 3,904,184 2	275	163,932	No return	£ 305,812 4	553	328,121	No return	£ 4,209,996 6

The American vessels entered and cleared were 198 ; tonnage, 128,960. The German 92 ; tonnage, 27,214. The Chinese 193 ; tonnage, 148,307 ; and all others 70 ; tonnage 23,640.

British Consulate, Tien-tsin, February 26, 1877.

(Signed)

J. MONGAN, *Consul.*

CHINA. No. 5 (1878).

RETURNS

RELATIVE TO

TRADE WITH CHINA:

1877.

Presented to both Houses of Parliament by Command of Her Majesty.
June 1878.

LONDON:
PRINTED BY HARRISON AND SONS.

1878.

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Returns relative to Trade with China: 1877.

AMOY.

(A.)—RETURN of the Trade at the Port of Amoy in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

				£	s.	d.
Imports	..	..	..	..	2,849,323	4 0
Exports	..	..	..	..	2,059,032	18 0
Total	..	..	..	..	4,908,354	2 0

Re-exports included.

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports .	357,796	2 0		20,708	0 0		378,504	2 0	
To and from native ports ..	229,606	6 0		230,145	4 0		459,752	0 0	
Total ..	587,402	8 0		250,853	4 0		838,256		

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

				£	s.	d.
Imports..	..	..	..	..	1,656,365	0 9
Exports, .	..	..	..	..	1,434,208	10 0
Total	..	..	..	..	3,090,573	10 9

Re-exports included.

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

				£	s.	d.
Imports..	..	..	..	..	1,192,958	2 0
Exports..	..	..	..	..	624,824	8 0
Total,	..	..	..	..	1,817,782	10 0

Exchange, 1 Haikuan tael = 1 dol 50 c. ; 1 dollar = 4s.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	1,181,225	2	0	588,515	2	0	1,769,740	4	0
Native	11,733	0	0	36,309	6	0	48,042	6	0
Total	1,192,958	2	0	624,824	8	0	1,817,782	10	0

(B.)—RETURN of British Trade for the Year 1877 at the Port of Amoy.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

	£	s.	d.
Imports	1,356,408	6	0
Exports.. ..	577,371	18	0
Total	1,933,780	4	0

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles	7,274	14	0	129,731	8	0	137,006	2	0
Hong Kong	1,274,280	12	0	314,831	14	0	1,589,112	6	0
India									
Other British Dependencies	74,853	0	0	132,808	16	0	207,661	16	0
Total	1,356,408	6	0	577,371	18	0	1,933,780	4	0

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

	£	s.	d.
Imports	820,679	2	0
Exports	441,281	8	0
Total	1,261,960	10	0

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

	£	s.	d.
Value of imports	27,701	2	0

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

			Imports.			Exports.			Total.		
			£	s.	d.	£	s.	d.	£	s.	d.
Direct	..	..	345,538	4	0	20,708	0	0	366,246	4	0
Indirect	..	..	No Return			No Return			No Return		
Total	..	..	345,538	4	0	20,708	0	0	366,246	4	0

(C.)—SHIPPING RETURN of the Port of Amoy, for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
470	283,023	No return	£ 2,276,758 4	466	280,849	No return	£ 1,566,520 4	936	563,872	No return	£ 3,843,278 8

Re-exports included.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
202	78,508	No return	£ 572,565	209	80,874	No return	£ 492,512 14	411	159,382	No return	£ 1,065,077 14

Exchange, 1 Haikuan tael = 1 dol. 50 c.; 1 dollar = 4s.

CANTON.

(A.)—RETURN of the Trade of the Port of Canton in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure.)

					£	s.	d.
Imports .	..	..	..	..	2,213,600	0	0
Exports	..	..	..	..	4,430,991	0	0
Total ..	..	..	..	..	6,644,591	0	0*

* Includes 97,077*l.* re-exports.

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports .	640,042	0	0	474,109	0	0	1,114,151	0	0*
To and from native ports..	Nil.			Nil			Nil.		
Total ..	640,042	0	0	474,109	0	0	1,114,151	0	0

* All with Hong Kong.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	745,489	0	0
Exports	..	..	..	..	3,425,378	0	0
Total ..	..	..	..	..	4,170,867	0	0

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports .	..	..	..	..	1,468,111	0	0
Exports .	..	..	..	..	1,005,613	0	0
Total ..	..	..	..	..	2,473,724	0	0*

* Includes 79,550*l.* re-exports.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign ..	19,086	0	0	77,232	0	0*	96,318	0	0
Native ..	1,449,025	0	0	928,381	0	0	2,377,406	0	0†
Total ..	1,468,111	0	0	1,005,613	0	0	2,473,724	0	0

* All re-exports.

† Includes 2,318*l.* re-exports.

(Signed)

H. F. HANCE, *Consul.*

Canton, March 22, 1878.

(B.)—RETURN of British Trade for the Year 1877 at the Port of Canton.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

						£
Imports	..	..	..	..	..	740,283
Exports	..	..	..	..	..	3,407,381
Total						4,147,664†

* This Return includes the trade with Hong Kong.

† Includes 17,526½ re-exports.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	Nil	Nil
Hong Kong	740,283	3,407,381	4,147,664
India	Nil	Nil	Nil
Other British Dependencies	Nil	Nil	Nil
Total	740,283	3,407,381	4,147,664

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

						£
Imports	..	..	..	..	..	934,382
Exports	..	..	..	..	..	468,139
Total						1,402,521

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	640,042	474,109	1,114,151
Indirect	No return	No return	No return
Total	640,042	474,109	1,114,151

* All with Hong Kong.

(Signed)

H. F. HANCE, *Consul*.

Canton, March 22, 1878.

(C.)—SHIPPING RETURN at the Port of Canton for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
723	555,330	..	£ 1,915,863 0 0	721	553,931	..	£ 4,335,442 0 0	1,444	1,109,261	..	£ 6,441,306 0 0

1,444 trips; 83 vessels.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
99	59,084	..	£ 747,779 0 0	97	57,906	..	£ 569,658 0 0	196	116,990	..	£ 1,317,437 0 0

196 trips; 101 vessels.

Canton, March 22, 1878.

(Signed)

H. F. HANCE, Consul.

CHEFOO.

(A.)—RETURN of the Trade of the Port of Chefoo in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

						£
Imports	..	..	..	..	..	1,350,805
Exports	..	..	..	..	..	586,950*
Total	.	..	..	..	..	1,937,755

* Exclusive of re-exports, 104,812*l*.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	482	11,430	11,912
To and from native ports .	130,314	629,511	759,825
Total ..	130,796	640,941	771,737

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

						£
Imports	..	..	..	..	..	117,212
Exports	..	..	..	..	..	47,720†
Total	..	..	..	..	..	164,932

* This Return includes the trade with Hong Kong.

† Exclusive of re-exports, 12,818*l*.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

						£
Imports	..	..	..	..	..	1,233,593
Exports	..	..	..	..	..	539,230*
Total	.	..	..	..	..	1,772,823

* Exclusive of re-exports, 91,994*l*.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	716,791	..	716,791
Native	516,802	539,230	1,056,032
Total	1,233,593	539,230	1,772,823

(Signed)

G. JAMIESON, *Acting Consul*.

(B).—RETURN of British Trade for the Year 1877 at the Port of
Chefoo.No. 1.—VALUE of Direct Trade with Great Britain and British
Dependencies (excluding Treasure)* under any Flag.

					£
Imports	..	..	..	..	80,035
Exports	..	..	..	..	71,569
Total	..	..	..	..	151,604

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British
Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	8,691	47	8,738
Hong Kong	68,527	71,506	140,033
India	..	..	..
Other British Dependencies	2,817	16	2,833
Total	80,035	71,569	151,604

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£
Imports	..	..	..	..	683,615
Exports	..	..	..	..	223,442
Total	..	..	..	..	907,057

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial
origin (excluding Treasure) from other Treaty Ports, carried under
any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the
Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great
Britain and British Dependencies.

[Nil.]

(Signed) G. JAMIESON, *Acting Consul*.

(C.)—SHIPPING RETURN of the Port of Chefoo, for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
259	130,123	..	£ 714,029	260	130,294	..	£ 244,360	519	260,417	..	£ 958,389

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
133	57,975	..	£ 311,228	137	50,148	..	£ 203,453	270	108,123	..	£ 514,681
233*	173,293	..	325,548	233	173,293	..	243,948	466	346,586	..	569,496

* Chinese-owned steamers.

Total values British and Foreign, 2,042,566*l*.(Signed) G. JAMIESON, *Acting Consul*.

FOOCHOW.

(A.)—RETURN of the Trade of the Port of Foochow in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports .	..	..	..	..	1,741,153	8	10½
Exports .	..	..	..	..	3,115,935	2	3
Total ..	..	..	..	..	4,857,088	11	1½*

* This includes re-exports 46,772*l.* 6*s.* 9*d.*

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports..	1,233,371	12	0	221,686	8	0	1,455,058	0	0
To and from native ports ..	139,014	4	0	145,353	0	0	284,367	4	0
Total ..	1,372,385	16	0	367,039	8	0	1,739,425	4	0

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	930,993	17	6
Exports .	..	..	..	..	2,725,743	16	6
Total ..	..	..	..	..	3,656,737	14	0½†

* This Return includes the trade with Hong Kong.

† This includes re-exports 14,161*l.* 6*s.* 1½*d.*

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	810,159	11	4½
Exports	..	..	..	..	390,191	5	9
Total .	..	..	..	..	1,200,350	17	1½*

* This includes re-exports 32,611*l.* 0*s.* 7½*d.*

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign ..	192,747	6	4½	29,193	5	7½	221,940	12	0*
Native ..	617,412	5	0	360,998	0	1½	978,410	5	1½†
Total ..	810,159	11	4½	390,191	5	9	1,200,350	17	1½†

* Includes re-exports 29,193*l.* 5*s.* 7½*d.* † Includes re-exports 3,417*l.* 15*s.*

‡ Includes re-exports 32,611*l.* 0*s.* 7½*d.*

(Signed)

CHAS. A. SINCLAIR, *Consul.*

(B.)—RETURN of British Trade for the Year 1877 at the Port of Foochow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports .	..	..	..	..	905,785	10	4½
Exports .	..	..	..	..	2,621,907	12	4½
Total ..	..	..	..	..	3,527,693	2	9

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles ..	..	..	..	1,958,190	1	3	1,958,190	1	3
Hong Kong ..	485,779	11	4½	109,593	8	0	595,372	19	4½
India ..	411,739	6	10½	7	19	3	411,747	6	1½
Other British Dependencies	8,266	12	1½	554,116	3	10½	562,382	16	0
Total ..	905,785	10	4½	2,621,907	12	4½	3,527,693	2	9

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports ..	..	..	..	..	587,684	11	3
Exports .	..	..	..	..	194,190	7	4½
Total ..	..	..	..	..	781,874	18	7½*

* This includes re-exports 29,948*l.* 16*s.*

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

					£	s.	d.
Value of Imports ..	..	..	..	..	117,622	1	0

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Direct. Hong Kong ..	1,233,371	12	0	221,686	8	0	1,455,058	0	0
Indirect. Chinese Ports .	139,014	4	0	145,353	0	0	284,367	4	0
Total ..	1,372,385	16	0	367,039	8	0	1,739,425	4	0

(Signed)

CHAS. A. SINCLAIR, *Consul.*

[2(C).]—SHIPPING RETURN of the Port of Foochow, for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	No. of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
216	161,570	..	£ 1,386,176 12 4½	217	161,686	..	£ 2,684,761 15 1½	433	323,256	..	£ 4,070,938 7 6

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
Chinese ..	36	27,764	£ 310,701 0 9	36	27,764	..	£ 166,450 11 0	72	55,528	..	£ 477,151 11 9
Other ..	35	13,530	44,275 15 9	37	14,045	..	264,722 16 1½	72	27,575	..	308,998 11 10½
Total ..	71	41,294	354,976 16 6	73	41,809	..	431,173 7 1½	144	83,103	..	786,150 3 7½

(Signed) CHAS. A. SINCLAIR, Consul.

HANKOW.

(A.)—RETURN of the Trade of the Port of Hankow in Foreign Vessels, for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	4,070,266	6	0
Exports	..	..	..	..	5,931,606	14	0
Total	..	..	..	..	10,001,835	0	0

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports .	Nil			Nil			Nil		
To and from native ports ..	2,920,128	12	0	504,773	8	0	3,424,902	0	0
Total ..	2,920,128	12	0	504,773	8	0	3,424,902	0	0

Includes copper cash to the value of 165,323*l.* 2*s.* 0*d.*

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	792	18	0
Exports	..	..	..	..	1,433,424	12	0
Total ..	..	..	..	..	1,434,217	10	0

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	4,069,433	8	0
Exports	..	..	..	..	4,498,184	2	0
Total ..	..	..	..	..	8,567,617	10	0

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	2,399,315	8	0	42,488	14	0	2,441,804	2	0
Native	1,670,118	0	0	4,455,695	8	0	6,125,813	8	0
Total	4,069,433	8	0	4,498,184	2	0	8,567,617	10	0

(Signed)

P. J. HUGHES, *Consul.*

(B.)—RETURN of British Trade for the Year 1877, at the Port of Hankow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports	..	..	..	..	792	18	0
Exports	..	..	..	..	1,433,424	12	0
Total	..	..	..	..	1,434,217	10	0

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
British Isles	..	..	..	1,433,424	12	0	1,433,424	12	0
Hong Kong	792	18	0	..	..	..	792	18	0
India	..	..	..	..	..	..	..	..	..
Other British Dependencies	..	..	..	..	..	..	..	..	..
Total	792	18	0	1,433,424	12	0	1,434,217	10	0

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports	..	..	..	..	2,100,755	14	0
Exports	..	..	..	..	2,358,638	14	0
Total	..	..	..	..	4,459,394	8	0

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

					£
Value of Imports	..	..	..	..	1,693,697

Approximate values of imports of opium and piece goods only. Accurate returns of other imports not obtainable.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

					£
Exports	..	..	..	..	1,088,177
Tea only. No accurate returns obtainable of other exports.					

No. 6.—RETURN of Import and Export of Treasure, from and to Great Britain and British Dependencies.

[No Return.]

(Signed) P. J. HUGHES, Consul.

(C.)—SHIPPING RETURN of the Port of Hankow for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
174	156,142	No return	£ 2,101,548 12 s.	174	157,196	No return	£ 3,686,211 12 s.	348	313,338	No return	£ 5,787,760 4 s.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
251	145,080	No return	£ 1,968,977 14 s.	429	157,423	No return	£ 2,245,397 2 s.	680	302,503	No return	£ 4,214,074 16 s.

Includes native junks under special junk pass.
1 entered and 181 cleared for Chinkiang.

(Signed) P. J. HUGHES, Consul.

KEWKIANG.

(A.)—RETURN of the Trade of the Port of Kewkiang in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	875,916	14	2
Exports	..	..	..	..	2,573,932	7	6
Total	..	..	..	..	3,449,849	1	8

Exclusive of re-exports, 16,506*l.* 17*s.* 6*d.*

No. 2.—IMPORT and Export of Treasure.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
To and from foreign ports .	..	..	..	..	..	..	..	..	..
To and from native ports ..	634,627	5	10	147,887	10	10	782,514	16	8
Total	634,627	5	10	147,887	10	10	782,514	16	8

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£	s.	d.
Imports	..	..	..	..	Nil		
Exports	..	..	..	..	6,591	13	4
Total	..	..	..	..	6,591	13	4

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	875,916	14	2
Exports	..	..	..	..	2,567,340	14	2
Total	..	..	..	..	3,443,257	8	4

Exclusive of re-exports.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.			Exports.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Foreign	730,728	10	10	..	..	..	730,728	10	10*
Native	145,188	3	4	2,567,340	14	2	2,712,528	17	6†
Total	875,916	14	2	2,567,340	14	2	3,443,257	8	4

* Net value of trade.

† Exclusive of re-exports.

(Signed)

H. P. McCLATCHIE,
Acting Vice-Consul.

Kewkiang, January 1, 1878.

(B).—RETURN of British Trade for the Year 1877 at the Port of Kewkiang.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£	s.	d.
Imports ..	..	..	..	..			Nil
Exports ..	..	..	..	..	6,591	13	4
Total ..	..	..	..	..	6,591	13	4

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
		£ s. d.	£ s. d.
British Isles	..	6,591 13 4	6,591 13 4
Hong Kong	..	..	..
India	..	..	..
Other British Dependencies ..	..	..	..
Total	..	6,591 13 4	6,591 13 4

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£	s.	d.
Imports	..	..	..	..	444,583	14	2
Exports	..	..	..	..	1,016,698	13	4
Total	..	..	..	..	1,461,282	7	6

Gross value, inclusive of re-exports, 13,868*l.* 15*s.* .

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

					£	s.	d.
Value of Imports	..	..	..	..	738,623	13	4

Gross approximate value, inclusive of re-exports, 13,328*l.*

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

					£	s.	d.
Exports	..	..	..	..	1,733,977	17	6

Net export of tea.

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[No Return.]

Treasure always comes indirectly through other Treaty ports.

(Signed) H. P. Mc CLATCHIE, *Acting Vice-Consul.*
Kewkiang, January 1, 1878.

(C).—SHIPPING RETURN of the Port-of Kewkiang for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
21	18,994	No return	£ 444,583 14 2	21	18,994	No return	£ 1,023,290 6 8	42	37,988	No return	£ 1,467,874 0 10

Includes re-exports.

This Return is taken from the Register kept at the Vice-Consulate, and shows only such vessels as were reported there. It does not include such as passed through, and, though stopping to load or unload, did not remain twenty-four hours in port. The return of foreign vessels below is taken from the Customs Returns, and includes all arrivals and departures. British shipping and tonnage, computed in the same way, amounts to 522 vessels of 518,774 tons. This Return is therefore deceptive as regards numbers and tonnage, but correct as to values.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
Foreign 81	34,157	No return	£ 54,142 1 8	81	34,157	No return	£ 42,530 10 10	162	68,314	No return	£ 96,672 12 6
Chinese 293	228,046	"	393,697 15 10	293	228,046	"	1,524,618 7 6	586	456,092	"	1,918,316 3 4

Includes re-exports.

The Chinese vessels here referred to are steamers running under the same regulations as foreign vessels.

Kewkiang, January 1, 1878.

(Signed)

H. P. Mc CLATCHIE, Acting Vice-Consul.

KIUNGCHOW.

(A.)—RETURN of the Trade of the Port of Kiungchow in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	202,946
Exports	..	..	..	..	201,568
Total	..	..	..	..	404,514

No 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports.	178,944	56,655	235,599
To and from native ports..	Nil	Nil	Nil
Total	178,944	56,655	235,599

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	201,817
Exports	..	..	..	..	192,843
Total	..	..	..	..	394,660†

* This Return includes the trade with Hong Kong.

† Nearly all with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	1,129
Exports	..	..	..	..	8,725
Total	..	..	..	..	9,854*

* Swatow chiefly.

No. 5.—RETURN distinguishing the Respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	Nil	Nil	Nil
Native	1,129	8,725	9,854
Total	1,129	8,725	9,854

(Signed) JAMES SCOTT, *Acting Vice-Consul.*
Kiungchow, January 31, 1878.

(B).—RETURN of British Trade for the Year 1877 at the Port of
Kiungchow.No. 1.—VALUE of Direct Trade with Great Britain and British Depen-
dencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	..	£ 201,390
Exports	..	..	..	..	..	190,262
Total	..	..	..	..	..	391,652

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British
Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	..	..	..
Hong Kong	201,390	190,262	391,652
India	..	..	..
Other British Dependencies ..	..	..	..
Total	201,390	190,262	391,652

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

[Nil.]

One German steamer made one run.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial
origin (excluding Treasure) from other Treaty Ports, carried under any
Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the
Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great
Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	178,944	56,655	235,599
Indirect	Nil	Nil	Nil
Total	178,944	56,655	235,599

All Hong Kong.

(Signed) JAMES SCOTT, *Acting Vice-Consul*,
Kiungchow, January 31, 1878.

(C.)—SHIPPING RETURN of the Port of Kiangchow for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
66	24,474	..	£ 174,022	66	24,474	..	£ 121,974	132 trips 18 vessels	48,948	..	£ 295,996*

* Including re-exports to value of £1,407.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
9	6,864	..	£ 28,924	9	6,864	..	£ 81,001	18 trips 5 vessels	13,728	..	£ 109,925*

* All German.

Kiangchow, January 31, 1878.

(Signed)

JAMES SCOTT, Acting Vice-Consul.

NEWCHWANG.

(A.)—RETURN of the Trade of the Port of Newchwang in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

						£
Imports	..	..	..	..	..	577,087
Exports	..	..	..	..	..	594,839
Total	.	..	..	..	..	1,171,926

No. 2.—IMPORT and Export of Treasure.

[No Return.]

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).

						£
Imports	.	..	..	..	..	54,935
Exports	.	..	..	..	..	162,362
Total	..	..	..	..	..	217,297

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

						£
Imports	..	..	..	..	..	522,152
Exports	..	..	..	..	..	432,476
Total	.	..	..	..	..	954,628

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

				Imports.	Exports.	Total.
				£	£	£
Foreign	..	..		260,513	Nil	260,513
Native	•	..		261,639	432,476	694,115
Total	..	..		522,152	432,476	954,628

(Signed)

THOS. ADKINS, *Consul.*

(B.)—RETURN of British Trade for the Year 1877 at the Port of Newchwang.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£
Imports	..	..	..	..	75,637
Exports	..	..	..	..	222,414
Total	..	..	..	..	298,051

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	Nil	Nil
Hong Kong	75,637	222,414	298,051
India	Nil	Nil	..
Other British Dependencies	Nil	Nil	..
Total	75,637	222,414	298,051

Opium comes viâ Shanghai.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£
Imports	..	..	..	..	565,459
Exports	..	..	..	..	323,442
Total	..	..	..	..	888,901

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

					£
Value of imports	..	..	..	..	510,658

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[No Return.]

(Signed) THOS. ADKINS, Consul.

(C.)—SHIPPING RETURN of the Port of Newchwang for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
92	36,769	1,485	£ 586,162	91	36,417	1,473	£ 383,494	183	73,186	2,958	£ 969,656

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
184	76,764	2,944 (about)	£ 577,087	184	76,764	2,944	£ 594,839	368	153,528	5,888	£ 1,171,926

(Signed)

THOS. ADKINS, Consul.

NINGPO.

(A.)—RETURN of the Trade of the Port of Ningpo in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	2,352,997
Exports	..	..	..	..	1,423,444
Total	..	..	..	..	3,776,441
Including re-exports.					

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	Nil	Nil	Nil
To and from native ports..	408,742	911,684	1,320,426
Total	408,742	911,684	1,320,426

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	194,780
Exports	..	..	..	..	37,057
Total	..	..	..	..	231,837

Including native produce sent to Hong Kong for re-export to Chinese ports.

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	2,158,217
Exports	..	..	..	..	1,418,058
Total	..	..	..	..	3,576,275
Including re-exports.					

No. 5 —RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	1,621,122	87,835	1,708,957
Native	537,095	1,330,223	1,867,318
Total	2,158,217	1,418,058	3,576,275

(Signed) WILLIAM M. COOPER, *Acting Consul.*

(B.)—RETURN of British Trade for the Year 1877 at the Port of Ningpo.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

					£
Imports	..	..	..	..	188,399
Exports	..	..	..	..	31,782
Total	..	..	..	..	220,181

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	..	..	..
Hong Kong	186,376	31,782*	218,158
India	..	..	..
Other British Dependencies	2,023	..	2,023
Total	188,399	31,782	220,181

* For re-export to Chinese ports.

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

					£
Imports	..	..	..	..	258,065
Exports	..	..	..	..	434,259
Total	..	..	..	..	692,324

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[Nil.]

(Signed) WM. M. COOPER, *Acting Consul.*

(C.)—SHIPPING RETURN of the Port of Ningpo for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
96	75,786	..	£ 567,699	96	75,786	..	£ 290,449	192	151,572	..	£ 858,148

Re-exports included.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
905	490,371	..	£ 1,785,299	905	490,871	...	£ 1,132,994	1,810	981,742	..	£ 2,918,293

Re-exports included. The predominance of Foreign over British Shipping is caused by the monopoly of the steamer traffic between Shanghai and Ningpo; the line of steamers engaged in this trade having been purchased by the China Merchant Company, who have come to an understanding with an opposition line served by British interests.

(Signed)

WM. M. COOPER, Acting Consul.

PAKHOI.

(A.)—Return of the Trade of the Port of Pakhoi in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure)

						£
Imports	..	..	..	..	..	2,370
Exports	..	..	..	..	..	1,144
Total	..	..	..	..	..	3,514

No. 2.—IMPORT and Export of Treasure.

[No return.]

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).

						£
Imports	..	..	..	..	..	2,370
Exports	..	..	..	..	..	722
Total	..	..	..	..	..	3,092

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

						£
Exports	..	..	..	..	..	422

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports without distinction of Flag, forming the Totals of No. 4.

						£
Exports—						
Native	..	..	..	..	..	422

(Signed) T. L. BULLOCK, *Acting Consul.*

(B.)—RETURN of British Trade for the Year 1877 at the Port of Pakhoi.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	£
Exports	2,370
	722
Total	3,092

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	..	..	..
Hong Kong	2,370	722	3,092
India	..	..	..
Other British Dependencies	..	..	..
Total	2,370	722	3,092

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Exports	£
	422

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[No Return.]

(Signed) T. L. BULLOCK, *Acting Consul.*

(C.)—SHIPPING RETURN of the Port of Pakhoi for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
4	1,229	111	£ 2,370	4	1,229	111	£ 1,144	8	2,458	222	£ 3,514

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
..	..	..	£ ..	..	..	..	£ ..	..	..	..	£ ..

(Signed) T. L. BULLOCK, Acting Consul.

SWATOW.

(A.)—RETURN of the Trade of the Port of Swatow in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	4,119,741
Exports	..	..	..	..	1,462,665
Total	..	..	..	..	5,582,406

Both imports and exports are exclusive of re-exports £9,041.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports (Hong Kong)	6,028	799,607	805,635
To and from native ports ..	53,385	61,227	114,612
Total	59,413	860,834	920,247

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	2,692,961
Exports	..	..	..	..	543,060
Total	..	..	..	..	3,236,021

* This Return includes the trade with Hong Kong.

Re-exports, £2,404, are excluded from both imports and exports.

No. 4.—Trade with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	1,426,780
Exports	..	..	..	..	919,605
Total .	..	..	..	..	2,346,385

Imports and exports are exclusive of re-exports £9,041.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	3,518	Nil	3,518
Native	1,423,262	919,605	2,342,867
Total	1,426,780	919,605	2,346,385

WM. GREGORY, *Consul*.

(B.)--RETURN of British Trade for the Year 1877 at the Port of Swatow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

						£
Imports	..	..	..	..	..	2,514,268
Exports	..	..	..	..	..	347,728
Total	..	..	..	..	..	2,861,996

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	691	146,133	146,824
Hong Kong	2,492,142	149,844	2,641,986
India	Nil	Nil	Nil
Other British Dependencies (Singapore and Straits) ..	21,435	51,751	73,186
Total	2,514,268	347,728	2,861,996

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

						£
Imports	..	..	..	..	..	761,128
Exports	..	..	..	..	..	566,678
Total	..	..	..	..	..	1,327,806

Exports, exclusive of £1,910 re-exports.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	6,028	799,607	805,635
Indirect	No return.	No return.	No return.
Total	No return.	No return.	No return.

WM. GREGORY, *Consul*.

(C.)—SHIPPING RETURN of the Port of Swatow for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
381	248,412	3,988	£ 3,364,218	378	245,884	3,921	£ 1,034,258	759	494,296	7,909	£ 4,398,476

Value of cargo is exclusive of Treasure.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
146	75,189	No Return	£ 676,967	137	71,322	No Return	£ 424,851	283	146,511	No Return	£ 1,101,818

Value of cargo is exclusive of Treasure.

WM. GREGORY, Consul.

TAIWANFOO AND TAKOW.

(A)—Return of the Trade of the Ports of Taiwanfoo and Takow in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£
Imports	..	..	..	..	462,948
Exports	..	..	..	..	397,641
Total	..	..	..	..	860,589
Re-exports (valued at 9,274 <i>l.</i>) included in imports only.					

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports.	29,258	35,723	64,981
To and from native ports..	81,270	100,875	182,145
Total	110,528	136,598	247,126

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

					£
Imports	..	..	..	..	260,816
Exports	..	..	..	..	263,383
Total	..	..	..	..	524,199

Exports principally to Japan.

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

					£
Imports	..	..	..	..	202,132
Exports	..	..	..	..	134,258
Total	..	..	..	..	336,390

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	188,331	..	188,331
Native	13,201	134,258	148,059
Total	202,132	134,258	336,390

Foreign goods to the value of 4,131*l.* were re-exported to Treaty ports.

(Signed) A. FRATER, *Acting Consul.*

(B.)—RETURN of British Trade for the Year 1877 at the Ports of
Taiwanfoo and Takow.

No. 1.—VALUE of Direct Trade with Great Britain and British
Dependencies (excluding Treasure)* under any Flag.

						£
Imports	..	..	..	..	..	259,683
Exports	..	..	..	..	..	71,543
Total	..	..	..	..	..	331,226

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British
Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	..	10,191	10,191
Hong Kong	259,683	13,973	273,656
India	..	..	..
Other British Dependencies (Australia)	..	47,379	47,379
Total	259,683	71,543	331,226

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

						£
Imports	..	..	..	..	..	187,060
Exports	..	..	..	..	..	53,400
Total	..	..	..	..	..	240,460

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial
origin (excluding Treasure) from other Treaty Ports, carried under
any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the
Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great
Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	25,134	35,723	60,857*
Indirect	..	..	..
Total	25,134	35,723	60,857

* To Hong Kong.

(Signed) A. FRATER, *Acting Consul.*

(C.)—SHIPPING RETURN of the Ports of Taiwanfoo and Takow for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
75	22,471	No Return	£ 411,962	74	22,238	No Return	£ 167,918	149	44,709	No Return	£ 579,880

Treasure not included. Value of re-exports is included in the values of both imported and exported cargoes. }

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
68	19,969	No Return	£ 50,985	67	19,783	No Return	£ 238,997	135	39,752	No Return	£ 289,982

Treasure not included. Value of re-exports is included in the values of both imported and exported cargoes.

(Signed) A. FRATER, Acting Consul.

TAMSUI AND KELUNG.

(A).—RETURN of the Trade of the Ports of Tamsui in Foreign Vessels for the Year 1877.

No. 1.—TOTAL TRADE of the Port in Foreign Vessels (excluding Treasure).

						£
Imports	..	..	..	..	..	400,306
Exports	..	..	..	..	..	429,674
Total	..	..	..	..	..	829,980

Re-exports (here equal to 4,993*l.*) included in both imports and exports; and taels converted into sterling at 6*s.* per tael.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports*	25,935	24,306	50,241
To and from native ports†	106,742	15,462	122,204
Total	132,677	39,768	172,445

* To Hong Kong.

† To and from Amoy chiefly.

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).*

						£
Imports	..	..	..	..	..	169,896
Exports	..	..	..	..	..	26,103
Total	..	..	..	..	..	195,999

Entirely with Hong Kong, except exports valued at 678*l.* to Cochin China. Including re-exports, 741*l.*

* This Return includes the trade with Hong Kong.

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

						£
Imports	..	..	..	..	..	230,410
Exports	..	..	..	..	..	403,571
Total	..	..	..	..	..	633,981

Imports include re-exports, valued at 4,312*l.*

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	173,798	Nil	173,798
Native	56,612	403,571	460,183
Total	230,410	403,571	633,981

Total of imports includes re-exports, valued at 4,312*l.*

(Signed) B. C. GEORGE SCOTT, *Acting Vice-Consul.*
British Vice-Consulate, Tamsui, February 7, 1878.

(B.)—RETURN of British Trade for the Year 1877, at the Port of Tamsui.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure)* under any Flag.

Imports	..	..	..	..	..	£ 211,624
Exports	..	..	..	..	..	38,588
Total	..	..	..	..	..	250,212

Imports include re-exports, valued at 7857.

* This Return includes the trade with Hong Kong.

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

	Imports.	Exports.	Total.
	£	£	£
British Isles	Nil	Nil	Nil
Hong Kong	211,624	38,588	250,212
India	Nil	Nil	Nil
Other British Dependencies	Nil	Nil	Nil
Total	211,624	38,588	250,212

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports	..	..	..	..	..	£ 197,665
Exports	..	..	..	..	..	307,545
Total	..	..	..	..	..	505,210

Imports include re-exports, valued at 4,3127.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of imports	..	..	..	(about)	£ 156,000.
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No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

	Imports.	Exports.	Total.
	£	£	£
Direct	25,935	24,306	50,241*
Indirect	No return	No return	No return
Total	25,935	24,306	50,241

* To Hong Kong.

(Signed) B. C. GEORGE SCOTT,
Acting Vice-Consul.

British Vice-Consulate, Tamsui, February 7, 1878.

(C.)—SHIPPING RETURN of the Ports of Tamsui and Kelung for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
88	26,526	2,225	£ 362,395	87	26,249	2,221	£ 328,659	175	52,775	4,446	£ 691,054

1. All these vessels were of European build. 2. No vessel of Chinese or other Asiatic build obtained permission to use the British flag. None of these vessels were owned by inhabitants of the Straits Settlements. Treasure not included.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
55	15,657	No Return	£ 37,910	59	16,922	No Return	£ 101,015	114	32,579	No Return	£ 138,926

This Return includes 2 French steamers, tonnage, 2,096, entered and cleared; 2 Spanish steamers, tonnage, 834, entered and cleared; German vessels, 86, tonnage, 19,860; American vessels, 13, tonnage, 5,946; and all others 11, tonnage, 3,843. Treasure not included.

British Vice-Consulate, Tamsui, February 7, 1878.

(Signed)

B. C. GEORGE SCOTT, Acting Vice-Consul.

TIEN-TSIN.

(A.)—RETURN of the Trade of the Port of Tien-tsin in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	7,527,573	0	0
Exports	..	..	..	..	1,714,760	0	0
Total	..	..	..	..	9,242,333	0	0

Includes re-exports 1,179,797*l*. Taels converted into sterling at 6*s*. per tael.

No. 2.—IMPORT and Export of Treasure.

					Imports.	Exports.	Total.
					£	£	£
To and from foreign ports	}				373,276	656,152	1,029,428
To and from native ports							
Total	..	..			373,276	656,152	1,029,428

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure. *)

					£	s.	d.
Imports	..	..	..	..	296,763	0	0
Exports	..	..	..	..	1,149,818	0	0
Total	..	..	..	..	1,446,581	0	0

No. 4.—Trade with other Treaty Ports (excluding Treasure).

					£	s.	d.
Imports	..	..	..	..	7,230,810	0	0
Exports	..	..	..	..	564,942	0	0
Total	..	..	..	..	7,795,752	0	0

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

					Imports.		Exports.		Total.	
					£	s. d.	£	s. d.	£	s. d.
Foreign	..	..			2,062,969	0 0	31,995	0 0	2,094,964	0 0
Native	..	..			5,167,841	0 0	532,947	0 0	5,700,788	0 0
Total	..	..			7,230,810	0 0	564,942	0 0	7,795,752	0 0

(Signed) R. J. FORREST, *Acting Consul.*
British Consulate, Tien-tsin, February 12, 1878.

(B).—RETURN of British Trade for the Year 1877, at the Port of Tien-tsin.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

						£
Imports	..	..	..	..	..	205,057
Exports	..	..	..	..	..	4,948
Total	..	..	..	..	..	210,005

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

			Imports.	Exports.	Total.
			£	£	£
British Isles	..	..	5,951	..	5,951
Hong Kong	..	..	177,609	4,948	182,557
India	..	..	..	..	..
Other British Dependencies	..	..	21,497	..	21,497
Total	..	..	205,057	4,948	210,005

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

						£
Imports	..	..	..	..	..	3,033,576
Exports	..	..	..	..	..	335,415
Total.	..	..	..	..	..	3,368,991

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

[No Return.]

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports, under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[No Return.]

(Signed) R. J. FORREST, *Acting Consul.*
British Consulate, Tien-tsin, February 12, 1878.

(C.)—SHIPPING RETURN of the Port of Tien-tsin for the Year 1877.

BRITISH.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
191	93,941	No Return	£ 3,157,473	191	93,941	No Return	£ 337,831	382	187,882	No Return	£ 3,495,304

1. All vessels were of European build.

2. No vessels of Chinese or other Asiatic build obtained permission to use the British flag. 3. No vessels, as far as I can ascertain, were owned by inhabitants of the Straits Settlements.

FOREIGN.

ENTERED.				CLEARED.				TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
271	170,213	No Return	£ 4,370,100	271	170,213	No Return	£ 1,376,929	542	340,426	No Return	£ 5,747,029

Vessels entered and cleared—German, 78; tonnage, 22,626. American, 36; tonnage, 17,118. Chinese, 404; tonnage, 293,694. All others, 24; tonnage, 6,988. Total vessels, 542; tonnage, 340,426.

British Consulate, Tien-tsin, February 12, 1878.

(Signed) . R. J. FORREST, Acting Consul.

WENCHOW.

(A.)—RETURN of the Trade of the Port of Wenchow in Foreign Vessels for the Year 1877.

No. 1.—TOTAL Trade of the Port in Foreign Vessels (excluding Treasure).

						£
Imports ..	..	..	..	..	..	73,623
Exports ..	..	..	..	..	..	5,435
Total ..	..	..	..	..	..	79,058*

* Re-exports not included.

No. 2.—IMPORT and Export of Treasure.

	Imports.	Exports.	Total.
	£	£	£
To and from foreign ports .	..	..	..
To and from native ports .	525	32,904	33,429
Total	525	32,904	33,429

No. 3.—DIRECT Trade with Foreign Countries (excluding Treasure).
[Nil.]

No. 4.—TRADE with other Treaty Ports (excluding Treasure).

						£
Imports ..	..	..	..	..	..	73,623
Exports ..	..	..	..	..	..	5,435
Total ..	..	..	..	..	..	79,058*

* The trade was carried on entirely between Shanghai and Ningpo.

No. 5.—RETURN distinguishing the respective Amounts of Foreign and Native Trade in Foreign Vessels with other Treaty Ports, without distinction of Flag, forming the Totals of No. 4.

	Imports.	Exports.	Total.
	£	£	£
Foreign	67,052	..	67,052
Native	6,571	5,435	12,006
Total	73,623	5,435	79,058

Re-exports not included.

(Signed) PELHAM L. WARREN,
Acting Consul.

(B.)—RETURN of British Trade for the Year 1877 at the Port of Wenchow.

No. 1.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

[Nil.]

No. 2.—VALUE of Direct Trade with Great Britain and British Dependencies (excluding Treasure) under any Flag.

[Nil.]

No. 3.—RETURN of Trade under British Flag with other Treaty Ports.

Imports..	..	..	..	..	..	£ 66,587
Exports..	..	..	..	..	..	5,619
Total	..	..	..	..	..	72,206*

* Re-exports included.

No. 4.—RETURN of Value of Imports of British, Indian, or Colonial origin (excluding Treasure) from other Treaty Ports, carried under any Flag.

Value of Imports £54*

* From Hong Kong.

No. 5.—RETURN of Exports destined for Great Britain, India, or the Colonies, carried to other Treaty Ports under any Flag.

[No Return.]

No. 6.—RETURN of Import and Export of Treasure from and to Great Britain and British Dependencies.

[Nil.]

(Signed) PELHAM L. WARREN,
Acting Consul.

(C.)—SHIPPING RETURN of the Port of Wenchow for the Year 1877.

BRITISH.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
17	6,036	No Return	£ 66,587	17	6,036	No Return	34	12,072	No Return	£ 70,488

* The Imports include Re-exports amounting in all to £3,098.

FOREIGN.

ENTERED.				CLEARED.			TOTAL ENTERED AND CLEARED.			
Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.	Number of Vessels.	Tonnage.	Number of Crew.	Number of Vessels.	Tonnage.	Number of Crew.	Value of Cargo.
6	1,450	No Return	£ 10,134	7	1,472	No Return	13	2,922	No Return	£ 11,668

(Signed) **PELHAM L. WARREN, Acting Consul.**

